

INLAND



SEAS

QUARTERLY BULLETIN OF THE
GREAT LAKES HISTORICAL SOCIETY

VOLUME 1

OCTOBER ★ 1945

NUMBER 4

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Printed in U. S. A.

The William Feather Company

Cleveland

Inland Seas



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Ships That Went Down to the Seas

By H. A. MUSHAM

INLANDERS look to the sea. Nowhere and at no time has this propensity of a people been more clearly shown than in the Great Lakes country in the pioneer days. No sooner had the first settlers here provided for their own needs than they looked for markets elsewhere to dispose of their surplus products and produce to the best advantage. The most satisfactory means of transportation to these people was by water. This interior part of the country was well provided with lakes and rivers that led directly to salt water and when improved with canals around rapids and across portages afforded practicable routes for the vessels of the time, canoes, batteaux, durham boats, steamboats and sailing vessels.

Many vessels went down to salt water in the early days. Some were public vessels, but for the most part they were engaged in commerce. They were of all kinds, sail as well as steam, and carried freight to the seaports to be sold in the local market or transshipped to deep sea craft for carriage overseas. Finally there were the ships that engaged in the direct overseas trade which grew out of the desire of the Great Lakes shippers and vessel owners to save the charges for unloading and loading cargo, port dues, dock fees, commissions to agents and brokers entailed at the seaports and to eliminate the delays that occurred there.

One of the first attempts to open direct trade between the upper lakes and a seaport was that made by Captain Samuel Ward, who made careful preparations to profit by the opening of the Erie Canal. In 1824 he built the schooner *St. Clair* of 28 tons burden at his ship yard on the Belle River.¹ It was the first attempt to combine a sea going vessel and a canal boat in one vessel.

It had the full lines of a canal boat and the rudder was hung over the stern. It was licensed on 22 September 1824. Ward sailed her to Green Bay early in the season of 1825 on a trading venture. On his return he loaded her with furs, probably obtained at Green Bay, walnut lumber for gun stocks, and potash, and in June cleared from Detroit for New York. On reaching Buffalo the masts were unshipped and she

¹ Belle River enters the St. Clair River at Marine City, Michigan.

was towed down the Erie Canal by his own horses to Albany. There he took a tug down to New York where he sold his cargo and partially loaded his boat with merchandise for Buckingham & Sturges of Zanesville, Ohio, for the return trip. He filled up with salt at Syracuse, and made safe delivery at what is now Sandusky. The round trip took eight weeks and is said to have netted Ward \$6,000. The voyage was not repeated as he had other and larger fish to fry. The *St. Clair* was the first lake vessel to pass from the lakes to salt water by the Erie Canal.²

The next attempt to reach salt water directly was made in another direction. The schooner *Dolphin*, Captain Doyle, from Buffalo and loaded with white fish, was reported at Cincinnati in November 1843, bound for New Orleans, having passed from Lake Erie to the Ohio by the Ohio and Erie Canal. Information on her further movements is not available.³

While several vessels, steam as well as sail, had gone down the St. Lawrence few other than batteaux and durham boats had made the trip upstream to Lake Ontario, because of the lack of canals of suitable depth around the several rapids. But the river was a natural route to the up country and too direct to be neglected.

In 1835, a Captain George attempted to master the rapids by means of chains laid in the river bottom and along the banks used along with a curious arrangement of leg of mutton sails fitted to masts which formed a St. Andrews cross above the deck. It is not clear just how he worked this apparatus but he did manage to get his boat up stream with a general assortment of merchandise and return with a load of up country products. But the process proved to be too costly for ordinary commerce.⁴

Canada in those years relied upon the Rideau Canal connecting Kingston with the Ottawa River, built primarily as a means of defense by the British authorities in Canada and completed in 1832, for communication between Montreal and Lake Ontario. However, its five-foot depth of water was too shallow and its locks too small to be used successfully by lake vessels. So too were the Erie and the canals of Ohio and Illinois. But the success of the Erie Canal in diverting business from the St. Lawrence to New York was too marked to be longer ignored by the Canadian authorities. In 1842, when free navigation of

2 *Memoir of Captain Samuel Ward, with a sketch of the early commerce of the upper lakes.* William L. Bancroft, Historical Collections, Michigan Pioneer and Historical Society (Lansing 1894) XXI, 339-340.

3 Mansfield, J. B., *History of the Great Lakes* (Chicago 1899) I, 640.

4 *Robertson's Landmarks of Toronto*, J. Ross Robertson (Toronto 1896), p. 861.

the St. Lawrence, long contended for by the Americans, was opened to their vessels by the Webster-Ashburton Treaty, work was started on enlarging the shallow Lachine and Beauharnois Canals and constructing others around the other rapids. These, when finished in 1848, provided a nine-foot channel with locks 200 feet long and 45 feet wide from Lake Ontario to Montreal.

In 1844, four years before the completion of the canals, the Canadian brigantine *Pacific*, Captain George Todd, sailed from Toronto and down the St. Lawrence with wheat for Liverpool. This was the first direct clearance for Europe from the lakes. The year following, the U. S. Revenue Cutter *George M. Bibb*,⁵ a propeller of 333 tons, went down the Erie and Ohio Canal, bound for New Orleans and service along the coast. Reaching Cincinnati she was drydocked, her propellers removed and replaced with side wheels. She was followed about 1846 by the cutter *Jefferson*, also a propeller but of 360 tons, which went down the St. Lawrence to salt water under command of Captain Howard. Both of these vessels were built of iron at Oswego in 1844, out of material fabricated at Pittsburgh. They most likely were sister ships. This is an early instance of fabrication in ship building.⁶ Still another cutter, the *Dallas*, built in 1846, went down the St. Lawrence bound for New York.⁷

Chicago entered the eastern grain trade in 1838, when Charles Walker of Walker & Company shipped 78 bushels of wheat in 39 bags to Buffalo on the steamer *Great Western*. The next year H. O. Stone shipped 700 bushels on the steamer *Missouri*. This was followed by the first full ship load, one of 3678 bushels, made by Newberry and Dole, in the brig *Osceola* from their elevator on the north bank of the Chicago River, just east of Rush Street. Grain now poured into the little city from the prairies around the head of Lake Michigan and was moved on by sail and steam boats to Buffalo. There it was transhipped to canal boat for movement on to New York for the domestic and export trades. The first direct shipment to Europe is reported to have been made when the schooner *New Brunswick* cleared in May 1847 with 18,000 bushels of wheat for Liverpool via the St. Lawrence.⁸

In 1848, a Canadian schooner, the *Lillie*, Captain Hunter, cleared from Kingston, also for Liverpool. The direct trade was now looking up. On 7 December, the Chicago *Daily Democrat* reported:

The Brig *McBride* arrived on Monday last,⁹ brought the first salt direct from Turk's

5 Reported as returning to the lakes in 1881. Later renamed *Pentagoet*.

6 Additional evidence that there is nothing new in ship building.

7 Mansfield J. B., *History of the Great Lakes* (Chicago 1899), I, 408, 676.

8 *Ibid.*, I, 654.

Island. It passed through the Gulf of St. Lawrence and Canada Waters in bond, the duties having been paid on it at this port. This is the first shipment ever made from the Atlantic to any port of the lakes.¹⁰

On this arrival, the *Chicago Daily Journal* for 8 December remarked:

A new article of import—The Brig *McBride* which arrived here a few days ago from the St. Lawrence, freighted by Messrs. Holme, Young and Knapp, Montreal, brought a quantity *Oatmeal* and Herrings as part of her cargo.

It is needless to say they met with ready purchase at the hands of Scotia's sons.

This year the California gold rush got underway. Thousands were plodding their way across the plains or crowding into ships pressed into service to carry them around the Horn or part way to the Isthmus of Panama. At times these adventurers moved in companies, formation of one of which was tried in Chicago. The *Chicago Daily Journal* jibed at the enthusiasts in its issue of 19 December:

HO FOR CALIFORNIA: We understand that a number of enterprising young gentlemen in this city are making arrangements to go to the California gold region and for this purpose are negotiating for purchasing of the Steam Tug "*Archimedes*" for the trip.

The *Archimedes* is too well known to our citizens by her performance, for us to speak of her merits. Arriving at the place of her destination she will be retained by the company and put in immediate commission to take her pick on "Feather River," and carry goose quills up and gold dust down.

Hall, the lake agent, enterprising to the last, is at the head of the expedition as general home manager.

The *Archimedes* was a tug running on the Chicago River, described as a clumsy side-wheel tub, higher than a meeting house and broader than the prairie, with an outrigger to keep her upright.

Two other such ventures were better arranged; one the bark *Eureka*, Captain William Monroe, First Mate F. H. Freeman and owner W. A. Adair, cleared from Cleveland in May 1849, for California with a full crew and 59 passengers and landed all of them there safely. The next year the propeller *Ontario*, 400 tons, left Buffalo for San Francisco crowded with passengers. Both these vessels went by way of the St. Lawrence.¹¹

The direct trade however continued. In these years the following vessels sailed for overseas ports:¹²

1850 Schooner *Sophia*, Canadian, Captain Robert Gaskin, Kingston to Liverpool.

9 4 December 1848.

10 Editor probably meant the upper lakes.

11 Mansfield, 1, 676.

12 Ibid., I, 676.

- Brig *Minnesota*, American, Captain John Prindiville, Bruce Mines, Ontario to Swansea with copper ore, wrecked in the lower St. Lawrence.
- 1853 Schooner *Cherokee*, 400 tons, Canadian, Captain Robert Gaskin, a three masted ocean sailing vessel, Toronto to Liverpool, arrived safely on 16 June.
- 1854 Bark *Arabian*, 450 tons, Canadian; Captain John Calder, Kingston to Liverpool.
- Schooner *Cataraqui*, 550 tons, Canadian, Captain Robert Gaskin, Kingston to Liverpool.
- Schooner *Eliza Mary*, 350 tons, Canadian, Captain Robert Gaskin, Kingston to Liverpool.
- 1855 Bark *Reindeer*, Canadian, Toronto to Liverpool.

Information on further movements of these vessels is lacking. The list given is undoubtedly incomplete, but there were enough clearances for English ports to prove the practicability of the direct trade and that vessels built on the lakes could safely cross the seas. Nowhere was the direct trade more argued about than in Chicago. Among its supporters was Thomas Richmond, capitalist and vessel owner. He was one of the city's most energetic citizens and had been one of the moving spirits in organizing the Board of Trade.¹³ To him or to almost everyone else in Chicago the most direct route to the European market was by either the St. Lawrence or Georgian Bay, the Ottawa and St. Lawrence Rivers, with considerable favor given to the latter. Richmond, associated with other citizens of the city, and C. J. Kershaw of Montreal determined to avail themselves of the opportunities the direct trade made possible by the new St. Lawrence canals. In 1856, he had a vessel built especially for it at Cleveland, most likely by Quayle and Martin. It was launched in the spring of the year and named *Dean Richmond*, after the hard bitten Hudson River steamboat man, later president of the New York Central. Its dimensions¹⁴ and tonnage were:

Length over all	about 140 feet
Breadth of beam	about 26 feet
Depth of hold	about 11 feet
Tonnage	375

She was a trim looking flush deck schooner with a rather flat sheer, high bulwarks, two tall masts and a long bowsprit. She sailed around to Chicago early in the summer to load with wheat to Kershaw's account. There but 5,000 bushels could be secured. She left Chicago on 14 July, Captain D. C. Pierce in command and arrived at Milwaukee on the eighteenth where she took on an additional 9,325

13 Established in 1848.

14 Estimated from tonnage.

bushels, and sailed the following day for Liverpool. She left Quebec on 25 August, and arrived at Liverpool on 29 September. Of the total of 77 days spent on the voyage, 41 were taken up in covering the 1401 statute miles between Chicago and Quebec and 36 in crossing the 2638 nautical miles from the latter port to Liverpool. The average speed on the crossing was 3.05 knots or 3.56 statute miles per hour.¹⁵ She attracted considerable attention in Liverpool and was sold there in October for \$27,000.00.¹⁶ This voyage was successful in every particular and prompted others to venture a direct return voyage to Chicago and by a British vessel.

The promotor of this venture was W. J. Burch, Esq., of St. John, New Brunswick, who had spent the season of 1856 in Chicago and the Northwest. R. T. Gordon, an experienced shipping man from New York, was put in charge of arrangements in Chicago. The *Madeira Pet* of Guernsey, a small British brigantine of 123 tons register, Captain William Crang, was chartered to make the voyage from Liverpool to Chicago and return. She was built at Kyle, England, in 1850, and was 97 feet long with a breadth of beam of 18 feet, and a depth of hold of 11 feet. She could carry 240 tons of cargo by weight on a draft of nine feet. The cargo was consigned to Messrs. I. H. Burch, merchants and bankers of Chicago, by Messrs. Ker, Welsh & Co. of Liverpool. Ker had also spent the preceding summer in Chicago.

She cleared from Liverpool at 10:00 a.m. 24 April 1857 and came to at the North Pier at the mouth of the Chicago River, at 8:00 a.m. on 14 July, 80 days later. The news of her arrival quickly spread throughout the city and before 10:00 a.m. large numbers of citizens had visited her and showed interest which was not mere curiosity. The voyage was also a matter of great interest to the Board of Trade, which was called to order at 12:00 noon by Chas. H. Walker, its president. He reported the arrival and proposed appropriate action in relation to an event that was so complete a demonstration of the practicability of the direct trade. The Board unanimously agreed in a formal set of resolutions, that the event was the most significant and important in the commercial history of the city. It congratulated Captain Crang and W. J. Gilbert on the successful voyage and hoped that they would profit from it. The resolutions recommended that the Welland Canal be enlarged; that the Georgian Bay Canal be constructed to pass vessels of 1,000 tons at as early a day as practicable, and

¹⁵ This speed is for the shortest course between Quebec and Liverpool. The distance actually covered was without doubt much longer because of changing course to take advantage of the wind. The actual speed because of this and possible calm days, was much higher.

¹⁶ Mansfield, I, 677.

stated that these improvements were warranted by the growing commerce of the Northwest. It appointed Messrs. William Bross, George Steele, C. Y. Richmond, and P. Anderson to confer with Mayor Dyer and the Common Council to recommend a suitable celebration and to testify to the officers of the *Madeira Pet* their high appreciation of their enterprise.

Captain Crang was then introduced to the Board by the Honorable J. Wilkins, Consul of Her Britannic Majesty at the port of Chicago, and was received with cheers. He told of the voyage. There had been no accidents and he was convinced a larger vessel could be brought in. He was building a larger craft which, "God willing," he would bring to our waters next season. His remarks were received with great applause. Messrs. Bruce, Richards, Sheppard and Dole were appointed a committee to go to the mouth of the river and escort the *Madeira Pet* to the dock alongside the Board of Trade room. They went down the river on the tug *Hiram Warner*. A few minutes were spent on the vessel in dressing ship after which she was towed up the river between the rows of cheering people lining the docks and the bridges to the dock at the foot of La Salle Street. There a concourse of several hundred people awaited her. As she touched the wharf "three cheers were given for the *Madeira Pet*." The crowd then swarmed aboard. The *Chicago Daily Press* for July fifteenth made the arrival the main news of the day, heading its editorial page: "DIRECT FROM LIVERPOOL," and remarking:

. . . The arrival of this vessel has created quite a sensation in our business circles, though we trust the time is not far distant when such an event will be an everyday occurrence . . . Tomorrow we shall have something to say.

Its Lake and River Intelligence column carried the same caption reporting quite nautically:

Yesterday for the first time in our history a British vessel, direct from Liverpool, with a cargo of merchandise wet her keel in the Chicago River. It was the schooner¹⁷ *Madeira Pet* of Guernsey, Captain Crang . . . Her build is decidedly British, yet not quite so heavy in her lines as some are. She has a figure head of a lady—beautifully modeled and cut—which to lake navigators looks a little old fashioned—but is quite an ornament to her.

The *Madeira Pet* has taken 80 days to make the trip from Liverpool to Chicago. She sailed to Montreal in thirty-five days,¹⁸ but owing to detentions on the Welland Canal, adverse winds, and calms, she was forty-five days in making the passage from Montreal to this port. This is about thirty days longer than would, under ordinary circumstances, be consumed on the passage.

17 This is incorrect. The cut shows her to have been a brigantine.

18 The actual time was 40 days.

Her manifest showed that she carried a general cargo made up of:¹⁹

1609 bars iron	5 casks earthenware
170 bdls. do.	5 tons pig iron
19 cks. glass	200 kegs paint
1 case samples	150 do. do.
20 casks hardware	150 do. do.
1 case hardware	140 do. do.
8 cases steel	7 casks paint
107 crates earthenware	5 do. do.

This was all consigned to I. H. Burch & Co. Another ship load was on the way by the *Young America*, 242 tons, which had been transferred to her on the lower St. Lawrence. The *Madeira Pet* was docked at Spencer & Co.'s upper dock at the foot of La Salle Street. The *Press* suggested that merchants should realize the importance of the enterprise and purchase goods showing the parties interested that the direct trade was worthwhile. She had been chartered for the round trip and was to load with wheat, corn or other freight as soon as she was discharged.

The official celebration took place in Dearborn Park²⁰ on the evening of 15 July. There was much speech making and a band played the national airs, "Hail Columbia" and "God Save the Queen," along with others. A salute of 100 guns was fired by Captain Swift's Artillery, a subscription for the purpose having been taken up among the merchants and business men.²¹ The next day the *Press* spread itself on the event commenting:

The arrival of the *Madeira Pet* at this port direct from Liverpool, was further honored last evening by a salute of one hundred guns. The event in connection with the successful voyage of the *Dean Richmond*, last season, has inspired a confidence, not only in the practicability of the direct trade, between our city and Europe, but in a speedy realization of it on a large scale. The Northwest can easily dispense with middlemen, and save herself annually millions of dollars which are now paid out in the shape of commissions and profits. She can import her own goods, and export her own surplus direct to European docks without breaking bulk or incurring any other cost than that of a reasonable freight. The *Richmond* and the *Pet* have inaugurated a new era in commerce of the Northwest and their achievements will tell largely upon the future destiny of our city.²²

19 Chicago *Daily Press*, July 15, 1857.
 20 Now occupied by the Chicago Public Library.
 21 Chicago *Democrat*, 16 July 1857.
 22 Chicago *Daily Press*, 16 July 1857.

It also carried a long editorial on the direct trade deriding those who criticized and opposed it, which ended:

The sneers which the press of other cities may bestow upon this subject, we can bear with entire composure. . . . Let, therefore, those that sneer enjoy all the pleasure they can derive from sneering, the mighty, growing ever teeming West will more than realize the brightest anticipations of her most enthusiastic citizens.

This editorial was followed by others in the same tenor while the *Pet* was in port.

The *Madeira Pet* was given the closest going over by the town's nautical experts who decided that: "she was not what would be termed on these lakes a good model, but is by no means so tubby as the generality of English vessels. In fact she has a trig and neat appearance, not often found in vessels of her size."

Captain Crang permitted full examination of the ship's papers by representatives of the press. Her survey report showed that she was built of nine-inch flitches with the frames molded at the center to eleven inches and at the top to five inches, all spaced twenty inches centre to centre and built of solid oak. The condition of the hull was excellent. She was copper fastened and bottomed and strongly put together. She was classed as Lloyd's A No. 1, twelve years.²³

The log²⁴ showed that she had cleared from Liverpool, on 24 April, reached Montreal on 3 June, 40 days later, ran aground there on the fifth, entered the Lachine Canal on the sixth and at noon on the twelfth came to off Kingston where a pilot was taken on board for the trip to Chicago. On 19 June while in the Welland Canal, the schooner *Massilon* of Cleveland ran afoul of her and carried away two shrouds and the larboard main rigging. Three days later the damage was repaired and the *Pet* was sailing up Lake Erie. It took five days to cross Lake Erie and reach Detroit. The next day the cook deserted. Ten days were used up in crossing Lake St. Clair and reaching Lake Huron because of light and contrary winds. It finally was necessary to take a tug to make the final reaches in the St. Clair River. The trip up Lake Huron took five days and that up Lake Michigan seven. Crang, however, was convinced that the trip up the lakes to Chicago could with better luck be made in 15 to 20 days.

That there were other celebrations, receptions and dinners given to Captain Crang and others connected with the enterprise cannot be doubted. The captain made a good impression on the citizens. He is described as a fine noble specimen of a seaman.²⁵

23 *Chicago Daily Press*, July 23, 1857.

24 Appendix (at end of series).

25 *Chicago Daily Press*, July 15, 1857.

The *Pet* discharged her cargo and was reported on 1 August, as being nearly loaded and ready to proceed on her voyage that day or the next. It was not until the fifth, however, that she was ready to depart. Liverpool was her destination. Her cargo, consisting of upwards of 4,000 salted hides and a quantity of calf skins, was to be filled out with staves on the St. Clair River, sufficient to bring her down to canal draft. Four members of the crew had deserted during her stay. Their places were supplied by other seamen.²⁶

At 4:00 o'clock on the afternoon of 5 August, she lay at the foot of Clark Street, trimmed ready for sea and dressed for the occasion, the United States flag at the fore topmast and the Union Jack at the stern. There was an immense crowd on the wharf and on the Clark Street bridge. At four-thirty the tug *Kossuth* came alongside and took on a line, the Light Guard Band struck up "God Save the Queen," the dock lines were cast off and the *Pet* moved out into the stream. The bell on the bridge clanged and the bridge was swung open. The brig *Northumberland*, docked across the stream, saluted her by raising the British ensign. As she moved down stream every craft saluted and people on the banks and on the roofs of the houses waved and cheered as all the while the band played "Yankee Doodle" and "Hail Columbia" alternately.

On board were 100 citizens, merchants and members of the Common Council, among them being Messrs. Mather, Dunn, Valentine, Kershaw, Dole, Birell, Millward, Hall, Scott, Staples, Wright, and Priestley, Aldermen Conley, Chapin and Bross, and Lieutenant Colonel Conley. After she had passed into the lake, toasts were given and drunk in honor of the *Madeira Pet*, Messrs. Gilbert, Gordon, I. H. Burch & Co., the Consignees, Captain Crang, the Board of Trade, Merchants of Chicago, the *Press*, and others. There were speeches by the Aldermen, Messrs. Kershaw and Chapin. The vessel was towed several miles out into the lake and made sail. The tow line was cast off, the *Kossuth* came alongside and took off the delegation. There were more cheers as she drew away. The tug then returned to the city, all on board delighted with the short but pleasant occasion. No one fell overboard.

Much credit was due for fitting her out for the return trip, so the *Press* stated the next day, to T. R. Gordon, whose sagacity and experience as a New York shipping man had been so valuable, and to Messrs. I. H. Burch & Co. for making advances on the cargo.²⁷ The

²⁶ Chicago *Daily Press*, August 1, 1857.

²⁷ *Ibid.* August 6, 1857.

Pet made a quick trip down to Detroit, left there on 10 August, and arrived at Liverpool in due time. This successful voyage made a fine impression on the people of the lakes country and silenced the critics of the direct trade for a time. The *Chicago Magazine* commented editorially on this event so promising to the new city as follows:²⁸

DIRECT TRADE OF CHICAGO WITH EUROPE

"The all-engrossing topic, in monetary and commercial circles, for the day, is the influence, prospective, on the fortunes of our city, likely to be exerted by the direct trade with foreign marts which has within the past season grown from a vague dream into a defined reality. The *Madeira Pet* has, by her appearance in our harbor, settled the matter, that our neighbors across the water, alive to the importance of the subject, have seized the first opportunity to reciprocate, 'by a return of the compliment,' the enterprise of our own merchants, in proffering to them the offer of an interchange of fraternal and commercial intercourse direct, without the aid of our seaboard cities.

"Eighteen months since, and those of our citizens who were bold enough to urge the practicability of opening with Europe a direct trade, with profit to ourselves, were looked upon by the more plodding portion of community as visionary enthusiasts—of the same class as those who recklessly claim that Chicago must, in a few years, rival in extent and importance New York city itself—they were jeered at and their project denominated an empty bubble. Discouraged, but not disheartened, they resolved to test the accuracy of their opinion by a venture of their capital, and accordingly the *Dean Richmond* laid her course for Liverpool, where, amid the warmest wishes of her capitalists and merchant princes, she soon arrived. Even after news of her successful trip—successful in every particular—had reached us, many still shook their heads, exclaiming—'A rash Yankee speculation turned up lucky. It's all good fortune—nothing more. The more cautious Englishman will never follow her track with a keel.'

"The *Madeira Pet* has given the broad denial to this—those poor sanguine souls have gladdened their eyes by an inspection, at their own doors, of an English vessel—English manned and officered, with an English cargo—cleared from England's greatest metropolis, direct for Chicago—her merchandise consigned to our Chicago market for its sale. Now, they say in answer to the 'aside' looks of the 'old fogies,' if we were crazy, more cautious men than you even imitate our folly; and they, too, will receive a reward of dollars for their foolhardiness.

" 'As to Europe,' said the Father of History nearly two thousand

²⁸ *Chicago Magazine*, Vol. I, No. 5, August 1857.

years ago, 'no one in existence knows whether it is encircled by the sea.' We say now, that North America encircles the sea. Herodotus did not know that a ship had ever sailed around Europe; we know that a ship has sailed from the West of Europe to the State of Illinois—our own Prairie State. Though we are not, we are sorry to say, witty—not even funny—we claim to be very good natured, and on this occasion acknowledge feeling kindly to all the world, but pre-eminently so to Capt. Crang, the commander of the little British vessel that has just now sailed into Chicago harbor. Hearing of our commercial importance—present and prospective—he is the first of our cousins over the water who determined to show, by ocular demonstration, that 'some things can be done as well as others'—in short, that a direct communication can be profitably opened between the port of Liverpool and that of Chicago.

"As was to be expected, Yankeedom was ahead in this matter. It has been duly chronicled, that last year Capt. D. C. Pierce successfully navigated the schooner *Dean Richmond* from Chicago to Liverpool; that the owners are well satisfied with that venture, and sanguine that such undertakings will prove remunerative; but that was looked upon as only the American side of the question. The safe arrival of the *Madeira Pet* may be considered as the European demonstration."

(Mr. Musham will continue "Ships That Went Down to the Seas" in future issues of *Inland Seas*.)

Timothy Pickering Manuscript

TIMOTHY PICKERING, Revolutionary soldier and distinguished statesman of the young American Republic, served as postmaster general, secretary of war and later as secretary of state under both Washington and Adams. As secretary of war his department included the infant navy and he performed important services in building and equipping some American vessels.

The treaty of peace with Great Britain, at the close of the Revolutionary War, provided that all British forts and garrisons within the boundaries of the United States should be relinquished and withdrawn. Various pretexts had been advanced for the failure to carry out this provision; the treaty negotiated by John Jay earlier in 1795 provided for their immediate delivery to the United States. The present manuscript, in Pickering's handwriting and containing a report made to him by a British sailor, written while the treaty was still pending before the Senate, reflects the state of British armament on Lake Erie, and throws light on conditions under which the fur trade operated. Pickering may have written this report to leave for his successor, for in August 1795 he left the War Department to become secretary of state, being succeeded as secretary of war by James McHenry in January, 1796. The document was probably in the McHenry papers from that time until its appearance in an auction sale last year.

The original manuscript is in the Burton Historical Collection of the Detroit Public Library. It is reprinted in *INLAND SEAS* through the courtesy of Ralph A. Ulveling, Librarian.

*Navigation of Lake Erie, and the vessels there and at Detroit in August 1795. By the information of a British Sailor, given in Philadelphia to T. P. in Sept. 2, 1795.*¹

The information of a sailor who with three others deserted from the British armed vessel the Dunmore, on Lake Erie in August 1795. The sailor was known to T. P. having been in the Dunmore in 1793, when T. P. crossed Lake Erie in that vessel, and the information is relied on for its correctness, in respect to the vessels described, and the navigation of the lakes and rivers.

Kings vessels on Lake Erie.

The Chippawa, a snow,² 100 tons, pierced for 12 guns, but mounts only 6 six pounders, double fortified.

*The Ottawa,*³ a snow, same dimensions, guns, etc.

*The Dunmore,*⁴ a schooner, six four pounders, about 80 tons.

(T. P. remembers all the above vessels)

Sloop on the stocks, of 100 tons.

New Felicity do. do.

A gun-boat do. to mount in the bow a brass 12 pounder and in the stern a brass 6 lbder.

5 gun-boats building in the river French.

2 ditto in commission, each having a brass 12 in the bow, and a 6 lbder in the stern.

Private Vessels

*Schooner Nancy,*⁵ 100 tons (80, carpenter's tonnage) mounts 2 three pounders, owned by Leith, Shepherd⁶ & Co.

*Sloop Detroit,*⁷ 80 tons, owned by Mildrum, Parkes⁶ & Co.

*Sloop Sagganau,*⁸ 80 tons, owned by ditto . . .

*Sloop Beaver,*⁹ 50 tons employed in the Northwestlands;

*Sloop Arabasker,*¹⁰ 40 tons going within 9 miles of Lake Superior, Wm. Erskine is the agent for the company.

The northwest Indian trade is safest by Lake Erie; but six times as much of it is carried on by the way Grand River [which is entered from the Cataraqui, about 18 miles above Montreal] as by Lake Erie. Had it not been that the Americans were about to have possession of the posts, the company would have turned all the N.W. trade by Lake Erie, as the safest, so many portages the other way damaging the furs.

Beef at Detroit 1/. York money st. Wheat 12/ per bushel, Indian corn 8/. In 1794, Government offered about fort Erie, 6/. a bushel for 6,000 bushels of corn to feed the Indians; who are still [August 1795] served with provisions—4000 men, women and children, at Swan Creek.—Corn in Aug. 1795, at 6/.

Distances stated by the Sailor

From Detroit to Michilimackinac, 400 miles. The voyage from 7 days to a month, according to the wind.

A bar between Lake St. Clair & the river St. Clair, having but 6 feet of water. The Dunmore half loaded went over it. The Felicity of 40 tons took half her [the Dunmore's] load over this bar, and then returned to Detroit—bringing a load of wood to Detroit where it is 12/ per cord. The bar 32 miles from Detroit.

From Detroit to Gros Point 12 miles

Gros Point to the bar 20 miles

32 miles

Lake St. Clair carries from 12 to 18 feet depth.

<i>From Detroit to the bar at Lake Erie—</i>	<i>18 miles</i>
<i>thence to the Middle Sister</i>	<i>18 miles</i>
<i>Big Bass Island</i>	<i>18 miles</i>
<i>Looming Hills</i>	<i>40 miles</i>
<i>Easternmost end</i>	<i>40 miles</i>
<i>Presqu' Isle, or Long Point</i>	<i>40 miles</i>
<i>Fort Erie</i>	<i>60 miles</i>

From Detroit to Fort Erie *234 miles*
which is just above the outlet of Lake Erie.

Fort Miami cost 14,000. Sterling. The money was sent to build towns & churches: Govr. Sincoe applied it to building the fort; and is now "in the center of a hobble about it."

REFERENCES

1 The Parke-Bernet catalog of the sale of McHenry Papers contains the following note on this item:

An interesting document relating the information of a sailor who with three others deserted from the British armed vessel the *Dunmore*, on Lake Erie in August 1795.

The sailor was known to T.P. having been in the *Dunmore* in 1793 when T.P. crossed Lake Erie in that vessel and the information is relied on for its correctness in respect to the vessels described and the navigation of the lakes and rivers.

N.B. We cannot be certain that the boats mentioned in the manuscript are the same as those indicated in the notes, but submit them as possibilities.

2 The *Chippewa* was not the first of this name. In November, 1775, a *Chippewa* was destroyed on Lake Erie. See Burton Historical Records (*The John Askin Papers*), I, 84, note. "Snow" is a rare term for a square-rigged vessel.

3 The *Ottawa* is mentioned in copies here from Canadian Archives, 1760-97, p. 266:

HIS MAJESTY'S SCHOONER OTTAWA 1778

mounting twelve carriage guns, four pounders, six swivel blunderbusses requires for her complement thirty six men, officers included . . .

4 The *Earl Dunmore* is mentioned on the same page:

His Majesty's vessel *Dunmore* 1778 mounting twelve guns and four swivels requires for her complement thirty six men, officers included . . .

5 A printed broadside dated from "Detroit, 26th January, 1790" preserved in the Manuscript Division of the New York State Library at Albany, mentions the *Nancy*. This was reprinted in facsimile with an introduction by Douglas C. McMurtrie, Detroit, 1942. It here appears reprinted from the copy in the Burton Historical Collection, Detroit Public Library.

Transports on LAKES ERIE and HURON

Leith and Shepherd hereby give notice to the Public, that the New Schooner the *Nancy* launched last November, will ply the ensuing season between Detroit and

Fort Erie, and occasionally go to Michilmakinac when freight presents. . . . That no misapprehension may arise respecting the mode of ascertaining the bulkage, it is subjoined . . . The rate of Freight over Lake Erie will be fifteen Shillings New York Currency, equal to nine Shillings and four pence half penny Quebec Currency, for a barrel bulk; and two Shillings New York Currency, or one Shilling and three pence Quebec, per cubic or solid foot, for goods to be estimated by measurement . . . Freight from Detroit to Michilmakinac at the rate as four Shillings New York Currency, or two Shillings and six pence Quebec Currency, for a bushel of Corn; and six Shillings New York, or Three Shillings and nine pence Quebec Currency, for a quintal of Flour . . . Other goods the same as over Lake Erie . . . Packs over each Lake, not measuring more than five feet, or exceeding 120 lbs. in weight, four Shillings (sic) New York Currency, or two Shillings and six pence Quebec Currency, per pack.

As this Vessel is constructed for fast sailing, and will be most complete in every respect; the safety and expedition attending Transport in her must be obvious . . .

SCHEDULE of Packages computable by Barrel Bulk	
	Barrel Bulk
Puncheons not exceeding 120 Gallons	3 1 S 2
Porter Hogsheads	2
Wine ditto	2
Casks and Barrels of 32 or not exceeding 36 Gallons	1
Soap 3 Boxes of 1 Cwt. each.	1
Candles 5 ditto of 50 lbs. each,	1
Shot 3 ditto of 1 Cwt. each,	1
Iron in Bars 3 Cwt.	1
Do. in Sheets	1
Stoves Single,	1
Do. Double	2
Gunpowder 2 whole barrels 100 lbs. each,	1
Barrels of Pork ordinary size, 4 Barrels for	3
Kegs of 8 to 9 Gallons, for Kegs	1
Oil in Jars of 3½ Gallons, 6 Jars	1
Paint in Rundlets, 8 of 28 lbs. each,	1

All other Goods to be measured and reduced to Cubic or Solid feet.
LEITH and SHEPHERD.

Detroit, 26 January, 1790.

- 6 Sketches of George Leith, Burton Historical Records, I, 207, also Thomas Shepherd, 207; George Meldrum, 293, and William Park, 71.
- 7 The *Detroit*, See expense account of Peter Curry, Ibid. II, 43-45.
- 8 *Saguinah*, Ibid. II, 333, 370-71, 379-80, 399-401, 445, 481, 495, 507-508.
- 9 Angus Mackintosh
 - Letter book of 1792-1803, of which the Burton Historical Collection has a photostat copy, mentions a sloop *Beaver* owned by the Northwest Company and includes a pay list for its seamen.
 - Another *Beaver* carried freight on the Detroit River in 1793.
- 10 Northwest Co. owners of the *Athabaska*, Ibid. I, 483. For other entries re the company, see index, also II, *passim*.



The Bruce

By WILLIAM SHERWOOD FOX

THE BRUCE — the famous peninsula of Lake Huron — is, like all other peninsulas of the world's great navigable waters, at once an aggravating obstacle and an object of fascinating interest. It may be that, because of a curious quirk of the human mind, the very fact that it is a peninsula focusses attention upon its many interesting features and thus seems to multiply their number. But be that as it may, any sailor of the Great Lakes knows beyond all doubt that "The Bruce" is one of the very important land masses of our inland fresh-water seas; it is the one thing that makes Lake Huron unique among them all — two seas in one — and thereby adds to the problems of Great Lakes navigation.

This characteristic will be brought into high relief by a glance at some of the world's great peninsulas. What Jutland is to Germany and the Scandinavian countries; what the Malay Peninsula is to India, Burma and the Dutch East Indies; what the Iberian Peninsula is to the sailing nations of Western Europe and the Mediterranean; what the stormy peninsula of Mount Athos was to Greece and the Persian invader, Xerxes, "The Bruce" is to people who inhabit the shores of the Georgian Bay and of the main body of Lake Huron. The Germans surmounted the obstacle of Jutland by digging the Kiel Canal, and Xerxes avoided the hazards of Mount Athos by cutting a channel through the narrows behind that eminence. But as yet the Malay and Spanish *presque'iles* are unconquered; those who would sail beyond them must sail around them. If small things may be compared with great, "The Bruce" is in the latter class; he who would sail from Southampton to Owen Sound has no choice but to take the round-about route through the straits between "The Tub" and "The Manitoulin;" to go twenty-three miles he must make close to one hundred and fifty and risk the perils of shifting currents and winds and of off-shore reefs.

The stern reality of this situation was recognized long before the exactions of modern shipping. The native Indian faced it and in his own way overcame the obstacle it offered. Of his victory over nature

he has left enduring records which may be read at a glance. The Peninsula is sixty miles long and of an average width of seven miles. Centuries ago the Indian discovered two isthmuses across this strip of rock and soil. One of these necks lies between Colpoy's Bay and Oliphant near the base of the Peninsula, and the other midway between base and tip between Isthmus Bay (near Lion's Head) and Stokes Bay. Each isthmus offered an easy portage route between the Georgian Bay and the main body of Lake Huron. At both ends of each route the Indians maintained villages or camp sites and left there in their midden heaps and scattered over the soil the artifacts common to their manner of life — arrow-heads, axes, skinning stones and so forth. These tell clearly but one story: the redman of primitive days carried on his traffic between Georgian Bay and Lake Huron despite the massive barrier that lay across his path.

But where the untutored native succeeded, the first white man in the region, with all the vaunted ingenuity of his race, utterly failed. In 1615 Champlain endeavored to make his way by canoe from Huronia to the great *mer douce*, the vast freshwater sea he had been told stretched out into the west. Setting out in that direction he skirted the southern shores of Matchedash and Nottawasaga Bays until he was brought to a halt by a line of towering rock cliffs lying squarely athwart his projected route. This extended to the north as far as he could see. Turning to the right he explored the smallest indentations in the coast in the hope of finding a westward passage or the end of land. Of the details of what he found he tells us nothing; all he has left us is his curt word that the land confronting him was a peninsula. But he found enough to discourage him. Doubtless his keen native caution in the face of a host of unknowns combined with efforts of the Indians to keep the white stranger from trespassing on their exclusive domain led him to abandon his original plan. But before turning back he made some observations upon the peninsula's characteristics. His report, crisp as a commentary of Caesar, is cast in the tone and with the assurance of an eyewitness:

"This country is fine and pleasant, for the most part unpopulated, shaped like Brittany and similarly situated, being almost surrounded and enclosed by the *Mer Douce*."

The comparison to Brittany, the great rock-bound and forest clad *presqu'île* of France, is perfect. One now knows why the shrewd Jesuit missionaries of Huronia set up no more than one lonely mission outpost in the upper tract of this wilderness: there were but a mere handful of Indian souls in it to save. The Mission of Saints Simon and Jude pitched somewhere between Cabot's Head and Gillies Lake on the

Georgian Bay side, has left not a trace behind save a dot on an incorrect though precious map.

It is interesting though unprofitable to speculate how the history of the Great Lakes would have been changed had Champlain forced a way across "The Bruce" or around it. All we can now say is that it would have been changed. There would then have been some reason for such localities as Goderich and Grand Bend proudly to point to Champlain as the first white visitor to their present sites. As it is, their tales are historically no more than wishful thinking; they are probably distorted recollections of the voyage up Lake Huron made half a century later by the French Sulpicians, Galinée and Dallier de Casson.

But what is "The Bruce" really like? At the best Champlain saw but little more than one side of it, the east, which is one continuous line of precipices. The west side is quite different. I remember very distinctly my first views of both sides; both of them were afforded me within less than a year. Early in October of 1900 I boarded the old *City of Collingwood* at Sarnia en route to Manitoba via Duluth, and so heavy a north-west gale was blowing at the time that the steamer could not make her way into the open lake until after daylight the next morning. Shortly afterward the wind suddenly increased in violence and the captain was unable to keep the usual course close to the Michigan shore. Instead we were driven to the eastern course a few miles off the Ontario shore. With the naked eye we could see first Goderich, then Kincardine and Southampton. With difficulty the captain kept the vessel well off the shoals of the Bruce Peninsula but so close were we that by means of glasses we could still see the low rocky shore-line and the breakers foaming over it. What struck a green observer like myself was that the land was low and flat. Where were the cliffs that Champlain wrote about? They simply weren't there.

The following May I traveled by the old Canadian Pacific liner, the *Manitoba*, from Fort William to Owen Sound. At daylight of the morning before reaching port we passed through the Straits between Tobermory and Fitzwilliam Island and then turned south. There in full view were Champlain's forests and cliffs so like to those of Brittany—one long line of them continuing with little change in summit levels to within a few miles of Owen Sound itself. How different the east side of "The Bruce" from the west, the Lake Huron side! Comparison of my own observations of both sides introduced me to a geological phenomenon that has intrigued me ever since. In the study of it one learns why "The Bruce" is today just what it is.

The bald truth, as a scientist states it, is that "The Bruce Peninsula is formed by an extension of the Niagara escarpment that projects into

Lake Huron for about sixty miles in a general northern direction. The further continuation of this escarpment to the north forms Manitoulin Island, thus cutting off Georgian Bay from Lake Huron . . . The exposed rocks of the Bruce Peninsula are almost entirely Silurian, being for the most part Guelph and Lockport dolomites, limestones with some Cabot Head shale exposed on the cliffs of the eastern side . . .” That is not the whole story, of course, but enough to show the basic stuff of which “The Bruce” was made.

The picture of the pre-ice stage of the escarpment in this region is relatively clear and simple; so is the process of the making of the Peninsula. The glaciers were the chief instruments. From the remote Arctic northeast came the first of them, an ice-sheet many thousands of feet inexorably grinding its way southwestwards. It sheared off stratum after stratum of the soft limestones and ground much of them to a powder, mixing it with the powders of the northern granites it had carried along. Then in time it retreated leaving behind its powders as soils of various kinds deposited in the depressions it had gouged out. With the return of higher temperatures a varied plant life grew up, which on decaying gradually added to the soils, through the milleniums, that precious ingredient humus. Again and then again the glacier returned followed each time by a period of warmth and lush vegetation. The third, and last, glaciation is known among scientists as the Wisconsin; hence the warm period we now enjoy is called the “Post-Wisconsin.”

The action of the ice had two outstanding effects upon “The Bruce”: it left it a legacy of a unique plant life and gave it unique land contours. Each phase merits a long story, but now one may do no more than merely allude to its content.


The plants of the Peninsula are a mixture of those peculiar to northern and southern zones. Here one will find the rare Alaska Orchid—found elsewhere only in the Gaspé, on Anticosti, Lake Superior shores and the Rockies. Here too grows the odd fern, the Hart’s Tongue, common to the northern parts of the British Isles and Norway. These are but samples of the vegetation that makes the Peninsula a botanist’s paradise.

The distinctive shore-lines of the Peninsula offer a special interest to navigators. As the ice ground its way to the southwest over the limestone strata it gradually planed off their surface until on the west there remained nothing but flat and almost dead level shelves of rock. When water took the place of ice these shelves reached out into what is now Lake Huron in the form of shallow and gently dropping shoals. The shore-line was left with numerous deep ragged indentations, none

of which is deep enough to admit vessels of deep draft. The largest of these is Stokes Bay. On the east of the Peninsula the cliffs remain, in places towering three hundred feet above the waters of Georgian Bay, high enough to resist the thrust of the glaciers. On this side there are no harbors north of Colpoy's Bay at the extreme south.

From the professional sailor's point of view Tobermory is the crowning glory of "The Bruce" since it possesses the only genuine haven. In reality there are two havens, the inner and the outer. The former consists of a basin set well inland and which, like its canal-like approach, has been carved out of the rock by the glacier as though by a consciously directed skill, so even and clear cut are its outlines. The outer harbor would grace any ocean in the world. It is formed by a circle of islands which protect its waters from the violence of wind and wave on every side. This ample gulf can shelter with ease at one time a whole fleet of the largest steamers that ply the Upper Lakes. To it many a lake captain has owed the safety of his vessel and her crew in times of storm.

For one who desires to enlarge his knowledge of the wonders of our Great Lakes I recommend a leisurely visit to "The Bruce." A thoughtful provincial government has made it readily accessible by the building of a system of good motor highways which lead to it and cover the important scenic parts of its area. The motorist who is also an angler may add to the charm of his tour if he takes advantage of the unusual opportunities for game fishing that the shore and inland waters of "The Bruce" afford on a most generous scale.



Story of Philo Everett's Trip from Jackson, Michigan, to Marquette in 1845

By R. A. BROTHERTON

PHILO MARSHALL EVERETT,¹ whose journey to Lake Superior in 1845 is the basis of this narrative, was born in Winchester, Connecticut, October 21, 1807. He married Mehitabel E. Johnson in Utica in 1835. She was born on December 8, 1815. In 1840 they moved to Jackson, Michigan, where he engaged in merchandising, and through a friend in Detroit was told of the marvelous discoveries of iron, copper, silver and lead by Burt, Houghton, and others on what seemed in those early days the remote south shore of Lake Superior.

Everett was a man of adventurous nature and with a number of his neighbors, who were similarly inclined, spent many winter evenings during 1845 planning a trip to the Upper Peninsula of Michigan in the spring. They formed a company to be known as The Jackson Mining Company, the original members being Colonel A. V. Berry, President; F. W. Kirtland, Secretary; Philo Everett, Treasurer, and in charge of exploration, John Westren, Wm. A. Ernst, George Thayer, Frank Carr, Fairchild Farrand, James Jensen, Edward Rockwell, Jed Emmons and E. P. Hastings. After the Company was formed several permits were secured from the Secretary of War which allowed the holders to locate a square mile of mineral land for each permit but bound them to develop immediately the resources and pay five per cent of the profits derived to the government, as it was not possible to purchase government land at that time.

So now let us turn the clock backward for one hundred years to that spring morning where we find Everett, Frank Carr, Edward Rockwell and Jed Emmons, bidding farewell to their wives and families and climbing aboard the Michigan Central Railway. From now on we will let Everett tell his own story.

¹ For aid in gathering essential data for the Everett story, the compiler, R. A. Brotherton is particularly grateful to the late Henry Van Dyke, one of the original members of the party, to Clark Ray Everett of Marquette for reviewing, valuable data and pictures, also to the Marquette Historical Society for pictures.

"Our train traveled along at about fifteen miles or less per hour and consisted of two coaches of the double truck type, seating forty or fifty passengers, constructed of wood, iron being used for the attachments and truck parts only, pulled by a wood-burning locomotive with a horizontal boiler having a total weight of about twenty-three tons. The strap-rail track had only been completed as far as Marshall. Here we were met by a stage coach that took us to the little village of Battle Creek where we spent the night.

"Up and ready at 4:30 the next morning we seated ourselves in the Grand Rapids stage, every seat being occupied and our baggage overflowing. We got our breakfast at a log cabin that we came upon; great stacks of wheat cakes and bacon with very excellent coffee.

"The stage coach with its nine passengers was hauled by four horses. These land arks were suspended on long leather straps or thorough braces, and their curved flowing lines, brightly painted, were considered very beautiful, many having artistic scenery painted on the doors. Seats were placed crosswise and some of the passengers faced backwards. The driver sat on the perch or driver's boot and often a passenger was accommodated with a seat beside him. The heavy luggage was stored in the rear boot. Several of such conveyances were in service between Marshall, Battle Creek, and Grand Rapids. A stop was made about every twelve miles for fresh horses.

"In the heavy timber land the road was cut out, but not graded, only as the feet of the horses and wheels of the vehicles worked it into ruts and pitch holes, where roots and stones did not prevent. It was not long before we came into oak openings, then so extensive in Western Michigan. They were resting and inviting to the eye, large fine white oak, forming a forest of trees so far apart that a view could easily be had in all directions from 40 to 80 rods. In these openings the track of the road wound about among the trees wherever the surface was most available, and where the few wind-fall trees could be avoided.

"As we moved slowly on, now and then a deer would be seen, and as the forenoon advanced we began to think of the dinner to be served at Yankee Springs, famed for well-cooked meals. Soon in the distance appeared four log houses standing in a row, connecting end to end, a large barn, shed, a large garden with vegetables and beautiful flowers which delighted the eye. We rested a bit and enjoyed an excellent dinner cooked and served by Yankee Lewis and his wife.

"The arrival of the stage at these stopping places or taverns was always an exciting event, and the man who could drive a four horse vehicle over these poorly graded roads was highly esteemed. He would draw up to the place of destination with a flourish of whip, and much

tooting of his horn, and while his passengers were enjoying a short rest, he would impart all news of the outside world, and everyone within hearing distance of his horn would be on hand to welcome him and listen to the events of the day.

"On we went until Ada was reached. There was another log cabin kept by General Withey. On entering it the first thing to strike the eye was the long bar, with two rows of plain, smooth, glass decanters, each showing well grimed finger marks on the outside. These decanters were said to contain some well known brand of whisky or gin; "Luke's Best" seemed to be the favorite and was distilled by Luke Witcomb of Kalamazoo. A large number of bottles were required for the different brands, as it was the custom to have what was called for. The variety was for display, as in fact, each of the many bottles contained one common grade of whisky, costing about twenty cents per gallon by the barrel. When a man took a meal the landlord would offer to treat before going to the table, but when a drink was purchased it cost six cents.

"We arrived in Grand Rapids at ten in the evening and stopped at the Bridge Street House, kept by Gains Deane. It was a plain two story, unpainted frame building, standing a little west of the present Bridge Street House. We spent the day going over the town, said to have a population of 1200, and visited the salt plant owned and operated by Lucius Lyon. This was the first plant to produce salt in Michigan, making fine salt by brine boiled in pans, and coarse salt by sun evaporation.

"The next day we were off again at 4 a.m., our conveyance a tote wagon, pulled by one team, with a board laid across the top of the side boards to sit on. For the next four days it was a very tiresome journey, with frequent stops for meals, and when the wagon seat got too hard we would walk, as the team only made three or four miles per hour. But all journeys have their end, and late in the evening of the fourth day we came in sight of the Straits of Mackinac, and the next morning for the sum of two shillings each the Indians took us to Mackinac Island where we stopped at the Mission House. A few traders, among a lot of half-breeds and Indians, whose tents and bark canoes dotted its beach, constituted the main population, aside from the slightly Army Post, with its white block houses and stockade, and the soldiers stationed there. Its single greyish stone white lime street was hard, smooth and clean.

"From the Island we took passage on the Steamboat *General Scott* for Sault Ste. Marie. After leaving Lake Huron at De Tour, the beautiful St. Mary's River opened up before us with all of its old quiet beauty,

far more picturesque than now. We did not navigate Mud Lake through an artificial canal as to-day, but in the canal that nature had made. The water was the clearest possible and the forest trees fringed the water's edge the whole distance, with no settlers of any race to mar its pristine beauty. We passed the ruins of an old missionary station established nearly or quite two hundred years before by the Jesuits.

"On arriving at the 'Soo' we found a village very similar to Mackinac. We were told that the village, now the City of Sault Ste. Marie, was the second oldest settlement in America. The Indians called it 'Bowating' meaning 'the place of the rapids,' located on the river the Chippewas named 'Gitchi-Gumissippi,' the river of the Great Lake. It was the great central meeting place of all Indian tribes from time immemorial, and in time of peace the Chippewas, Ojibways, Hurons, Potawatomes, Sauks, Foxes, and the Sioux came here to hold their great pow-wows. Here also came Father Marquette, spreading Christianity, and influenced by the great beauty of the surroundings he called the place 'Le Saut de Sainte Marie,' the 'Falls of Holy Mary.'

"Its most conspicuous feature was Fort Brady, whose parade ground, block houses and other buildings were within an enclosure called a stockade, which was constructed of cedar posts about eight inches in diameter placed closely side by side, set firmly into the ground and extending eight feet above it, with the top of each post sharpened to a point. At short distances a small square hole was cut through, enabling the soldiers to sight the outside surroundings, thrust a musket through and fire upon an approaching foe.

"We wandered down Water Street viewing the strap railway alongside, over which supplies and freight were transported around the Rapids. Here we met Lucius Lyon, George Thayer, Henry Ledyard, and Professor William Stacy, who had just arrived from Detroit by steamer, and were about to make the same trip. We suggested that we combine our parties, which they were glad to do, and all of us started to get our supplies together for the trip.

"Through the advice and help of Mr. Ashman we became acquainted with a Chippewa Indian, Chief Ma-dosh, an expert boat and canoe builder. He and his two half-breed helpers, Louis Nolan and Henry St. Arnold, had just completed a Mackinac boat on Chief Island. It was 40 feet long, $8\frac{1}{2}$ foot beam, 6 inch keel, pointed at both ends and strongly built of light white cedar. It had two tamarack masts, with split sails. In case of a heavy blow, the split is removed, making the sail a mutton leg. They told us that with a fair wind the boat would easily cover 50 to 60 miles in a day. We were able to purchase the boat

for \$45.00, by employing the builders for the voyage. The boat was below the Rapids, but for \$10.00 we were able to get a number of Indians to deliver it at the head, taking it by water.

"While dealing with Ma-dosh, or the Admiral as we now called him, for the purchase of the boat, I became acquainted with his niece Tipo-keso (the full moon) who was the daughter of Man-gon-see (Small Loon), a brother of Chief Marji-Gesick who claimed the land in the vicinity of the Carp River and Teal Lake as his hunting ground. She had just came from there and told us of a mountain of rock or mineral too hard and heavy for the Indians to use. She gave us careful directions regarding the location and distances of the trail from the mouth of the Carp River where it enters Lake Superior to her uncle's, Chief Marji-Gesick's, camp on Teal Lake, and assured us that he would take us to this Mountain of Heavy Rock.

"Mr. Ashman told us that the navigation on Lake Superior in small open boats was very dangerous, and in case of shipwreck the water even in the summer was so cold as to be numbing, causing cramps, and few persons could swim very far. Storms rise very quickly with very high winds, and he advised us to add block and tackle, with rope of ample length and strength to enable us to draw our boat out of the water each evening in case of sudden storms.

"We were now joined by Henry Van Dyke, who expected to do some trapping on Grand Island. Together with our Admiral and his two half-breeds this made our party twelve in all. We spent all morning loading our supplies, bidding good bye to our friends at the Van Andern House where we were staying, and then set sail, going as far as Taquamenon Island, in Whitefish Bay, which forms the foot or outlet of Lake Superior where we camped for the night. Here and each night thereafter, when we landed, we unloaded all of our supplies, piled them compactly and covered them with an oil cloth, and then with our block and tackle hitched to a tree, we all gave a hand and hauled our boat up on the beach far out of danger of big waves should they come.

"Pitching tents, gathering balsam boughs to make our bed to sleep on, cutting wood, all of us did our part while Nolan, the half-breed cook, prepared supper. The mosquitoes were very numerous and bothersome, and the Admiral who had spent all his life in the woods, showed us how to pitch our tent, banking it with earth, and upon retiring to carefully roll and pin the door so that the annoying pests could not enter. We would then burn off the wings of the flies as they alighted on the walls of the tents, with a candle, crawl into our blankets and rest in peace and comfort.

"The next morning as we were about to leave the Island, a sail appeared, and soon a small red boat drew near carrying two men, one wearing a white hat. As they passed about a half mile distant going in the direction of Whitefish Point, we asked the Admiral who they were, and he answered 'Him Father Pitezol and his man' — 'Who is Father Pitezol' we then asked. 'Him good missionary. Him go L'Anse, preach Great Spirit to Indians.'

"We were soon on our way with our sails filled with a fair wind which enabled us to reach Whitefish Point in ample time to prepare for a night's sleep before dark. It was here that some Indians came to us with large, fresh caught whitefish which we bought for a small sum and had for our supper.

"In the night we were wakened by our tents tumbling down upon us. We crawled out into a furious wind and the thundering roar of the dashing waves, that had nearly reached our supplies, to find our boat at the water edge instead of being fifty feet away as we had left it the night before. Twice during the night the boat had to be hauled further back, and our tents were twice re-pitched. When daylight came the wind was blowing hard and the waves too high for us to attempt to launch our boat so we remained until the second morning, when on arising we found the lake smooth, the morning bright and sunny. Our boat and supplies were now two hundred feet away from the water, but we were early in the boat and away. No wind came with the rising sun, and we had to take our turns at the cedar oars, but big and heavily loaded as our boat was, we were able to reach Grand Marais harbor before night, forty-eight miles, so the Admiral told us.

"Here again we were wind bound until the second day, when even though the wind was rather fresh we decided to chance it, passing the famed Sauble Sand Dunes, immense banks of high abrupt shifting sand rising to a height, in some places, of two hundred feet. Before us now appeared one of Nature's wonders, the art gallery of Lake Superior, the Pictured Rocks. But our Admiral was not looking at the towering sandstone cliffs, but was casting fearful eyes at the large waves that threatened to engulf our small boat at any minute as the wind increased to a gale.

"In the distance we could see the Grand Portal and hear the thundering of the waves as they entered the enormous caves underneath it. As Chapel Beach hove in sight our Admiral decided to beach our boat, where after much difficulty and hard work, we pulled it back some 100 feet from the surf and wet and weary made our camp."

(This article will be concluded in the next issue of *Inland Seas*.)



STEAMER MANITOBA, built in 1871 at Port Robinson, Welland Canal. First steamer to enter Fort William, Ontario, August 16, 1873 (See Page 46.) Photograph by courtesy of Louis Baus.



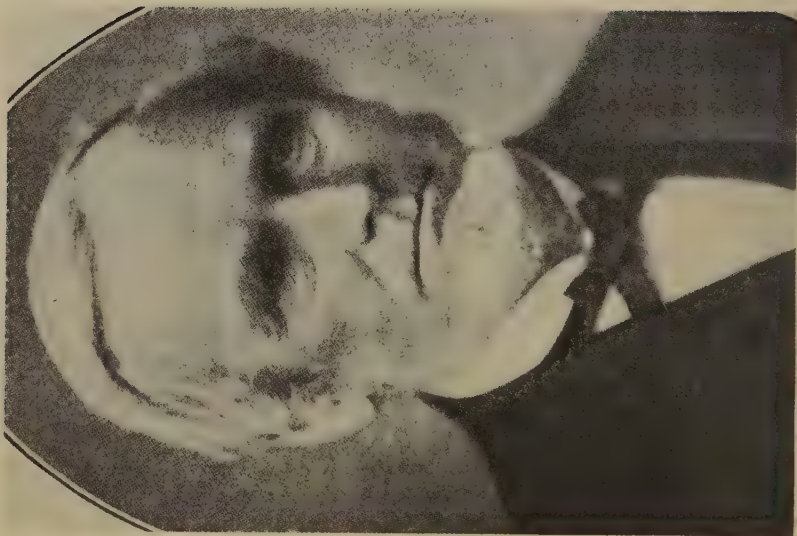
STEAMER ONTARIO, built in 1874 at Chatham, Ontario. Ran from Sarnia to Fort William and Duluth. (See Page 46.) Photograph by courtesy of Louis Baus.



SCHOONER DEAN RICHMOND. (See Page 6.) From original painting, gift to the Chicago Historical Society by Mrs. Elizabeth and Mrs. Holland Richmond. Reproduced by permission of the Chicago Historical Society.



Soo Line dock in 1894, showing the propeller *Joseph L. Hurd*. (See Page 47.) From an old photograph, gift of R. A. Brotherton.



PHILO MARSHALL EVERETT (See Page 23)



EUGENE HERMAN (See Page 41)



CLEVELAND HARBOR (Port Series No. V). From the original etching by Louis Orr. Copyrighted by Louis Orr and reproduced by permission of the Yale University Press.



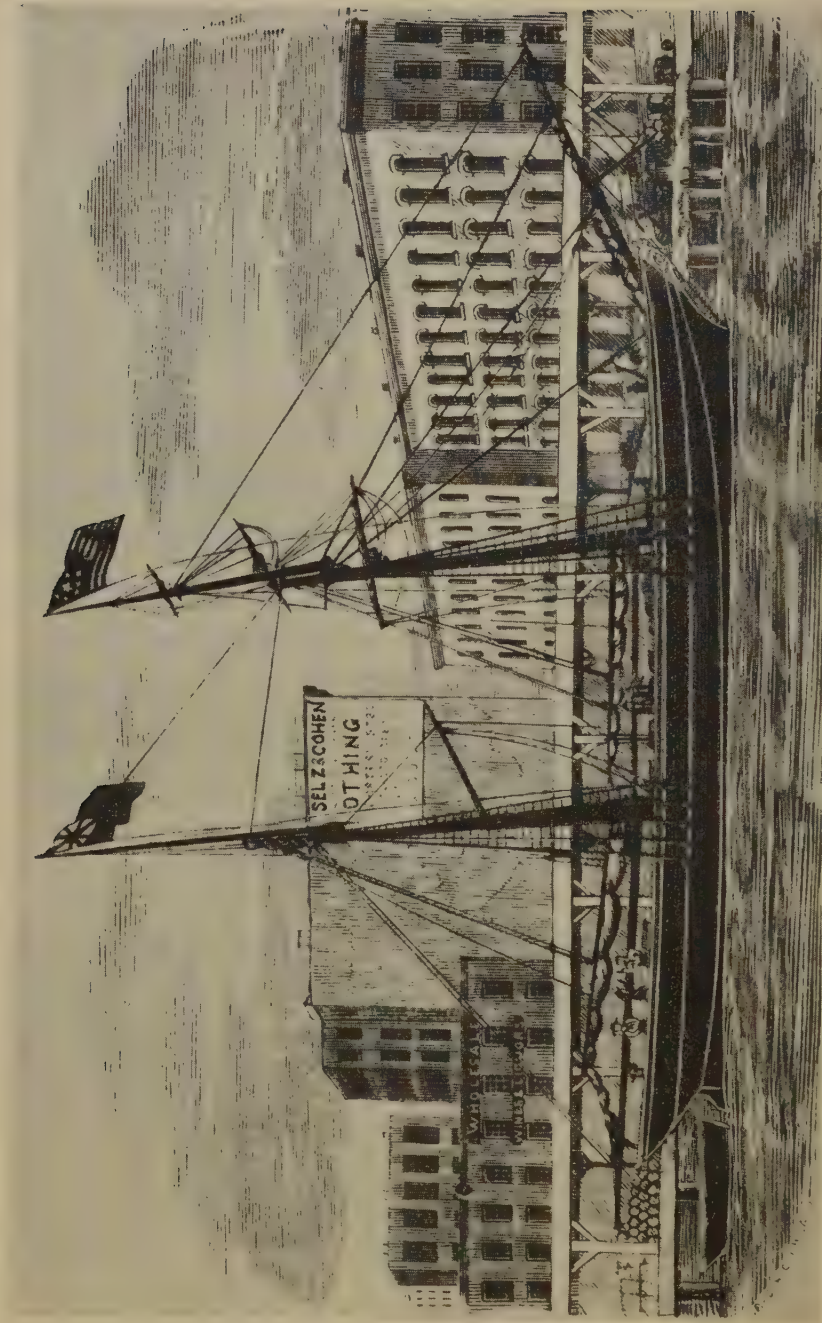
SKETCH of the Jackson Iron Company dock at Marquette, Michigan, in 1855. Loading boats with wheel barrows and mule carts. (See Page 23).



GROUP PICTURE showing several Indian chiefs of the Upper Peninsula. Chief Marji-Gesick is third from the right in the back row. (See Page 27.)



MILWAUKEE RIVER and the downtown section, about 1880. In the foreground is the steamer *John A. Dix* at the old Goodrich dock. Courtesy of the Milwaukee Harbor Commission.



THE MADEIRA PET, our first visitor of the European fleet. (See Page 7.) From *Chicago Magazine*, August 1857. Reproduced by permission of the Chicago Historical Society.



A Military Tragedy on Lake Erie

By FRED LANDON

TOWARD MIDNIGHT of May 6, 1850, the steamer *Commerce* put out from the harbor of Port Maitland on the north shore of Lake Erie and soon after was in collision with the inbound steamer *Despatch*. The *Commerce* sank in forty feet of water and forty-one lives were lost. The weather was clear, both vessels were displaying their lights and no entirely satisfactory explanation has ever been given for the accident.

The Great Lakes have had numerous tragedies of this character, many of them indeed with much greater loss of life, but this accident had particular pathos in that the men, women and children who were lost were, with two exceptions, far from their own homes across the ocean. Aboard the *Commerce* was a detachment of the 23rd Royal Welch Fusiliers, one of England's historic regiments, en route from Montreal to London in Upper Canada (Ontario), some of the men being accompanied by their wives and children. The regimental party numbered more than one hundred and fifty in all and of these thirty-nine were drowned. The soldiers were nearing their destination, for had nothing intervened they would have arrived at Port Stanley, farther west on Lake Erie, on the following day and would then have been moved inland thirty miles to the town where they were to form a part of the garrison.

Details of the tragedy, as reported in the newspapers of the time, are meagre and confusing. The *Toronto Globe* had a brief account of the collision in its issue of May 9:

We were informed by telegraph on Tuesday evening of the loss of the steamboat *Commerce* owned by McPherson, Crane & Co., on her voyage, with troops, from Montreal to Port Stanley.

She came into collision, near Port Maitland, with the steamer *Despatch*, shortly after twelve o'clock on Monday night, and sank in eight fathoms water. She had on board 150 men of the 23rd Regiment, and we deeply grieve to say that thirty eight persons met a watery grave. Of these, one was an officer, 22 privates and 13 women and children connected with the Regiment; of the remaining two, one belonged to the steamer, and the other was a lad of 14 years of age, the son of a gentleman residing in Montreal. As to who was to blame in the matter, we have as yet no information.

The Hamilton *Spectator* added a few further details. It gave the names of the two civilians who were lost, a young lad named Rodgers, son of a commissariat officer at Montreal, and William Colburn, second engineer of the *Commerce*. They, it was stated, had climbed into the rigging at the time of the collision and were entangled there when the vessel sank. An official military report which was later sent to the War Office in London listed as lost one officer, Assistant Surgeon Douglas Grantham, five non-commissioned officers, a drummer, nineteen privates, eight women and five children.

All accounts agree that the conduct of the soldiers at the time of the accident was in line with the best traditions of the British army. There was no confusion. Captain Phillott, who was in charge of the detachment, came on deck with a cloak over his night apparel and gave the necessary orders. But so rapidly did the vessel sink that loss of life was inevitable. Happily, a small government steamer, the *Minos*, was nearby and the skill with which it was handled by its chief officer was later the subject of official commendation by the authorities at London. The gratitude of the survivors was shown in the following document, preserved with other records of the disaster in the Public Archives at Ottawa:

We the undersigned, Officers of the 23rd Royal Welch Fusiliers, who were wrecked on Lake Erie on the night of the 6th of May, 1850, whilst proceeding in the steamer *Commerce*, with a Detachment of the Regiment from Montreal to Port Stanley, feel it incumbent on us to record our strong sense of the very kind and humane conduct of Mr. Henry Hatch, Gunner in charge of H.M. Ship *Minos*, on that melancholy occasion. Mr. Hatch not only found shelter for the Survivors, amounting to 115 Individuals, on board his Ship, but for three days procured for both Officers and men every comfort in his power, thereby materially benefitting the service by preserving the health of the soldiers, when wet, cold, and nearly naked.

His subsequent exertions for more than two months to recover and inter the bodies of 34 of the drowned, have been marked by the most untiring Energy and Zeal, and we trust that it will not be considered improper if we respectfully recommend such meritorious conduct to the favourable consideration of the Lieutenant General Commanding, with the view of his bringing it under the notice of the Lords of the Admiralty.

This document was signed by Captain Frederick Phillott, Lieutenant H. O. R. Chamberlain and Lieutenant F. P. R. Delmé Radcliffe.

Charges of carelessness on the part of the officers of one or both vessels were made freely at the time of the accident and an inquiry conducted by local magistrates a few days later gave such support to these allegations that both captains were placed under bail to appear at the next assizes at Niagara "for the killing of the 41 individuals that perished with the *Commerce*." The *Niagara Mail* of October 2 contained

a brief report of the court proceedings. In his address to the Grand Jury Justice McLean drew attention to the charges arising out of the sinking of the *Commerce* and charged the members of the jury that should it appear that the accident was the result of carelessness and neglect they would necessarily be obliged to find a bill for manslaughter or even for murder "because persons navigating the waters of our Lakes were responsible to the law for any loss of the lives of their passengers when the prevention of such loss was under their own control."¹

The sequel may be best told in the report of the Assizes appearing in the *Hamilton Spectator*:

The case of the Captains of the *Despatch* and *Commerce*, which created so painful an interest last summer, in consequence of the loss of the latter vessel and a large number of her passengers, did not go to trial. The Grand Jury, after a patient and strict examination, threw out the bill against Capt. Cochrane of the *Commerce* and exonerated that gentleman from all blame. A true bill was found against Capt. McSwain of the *Despatch*, who entered into recognizances in the sum of £500, for his appearance; but when the case was called on the Captain was nowhere to be found, and it was understood that he had left the country. The witnesses, many of whom had travelled a long distance, and lost a great deal of time and money in furthering the ends of justice, were permitted to return to their homes.²

The survivors of the wrecked *Commerce* were brought to Port Stanley on the steamer *Cathcart* and arrived in the town of London on May 10, their uniforms dirty and unkempt and all of them without any of their personal belongings. It was the second time that citizens of London had welcomed men of the 23rd, for a detachment of the regiment had been part of the London garrison between 1843 and 1845. On this second occasion the 23rd remained until 1852. The regiment was popular and long remembered by the citizens. Its commanding officer, Lieutenant Colonel Charles Crutchley, was married on October 16, 1851, to Eliza Bayfield Harris, daughter of one of the leading citizens of the town.

Soon after the regiment left London it was sent to the Crimea and there, at the battle of the Alma, young Lieutenant Radcliffe, already mentioned, fell while leading his men to the attack on a Russian battery. He had moved forward with his men coolly amid a shower of grape and shell but was shot through the heart when but thirty yards from the goal. Lord Hardinge, in testimony to the bravery of this young officer, presented his younger brother with a commission without purchase. The battle of the Alma sadly decimated the officers of the 23rd.³

¹ Copied in the *Toronto Globe*, October 5, 1850.

² Copied in *The Church* (Toronto), October 17, 1850.

³ There are several references to young Radcliffe in the manuscript diary of Charlotte

The wrecked *Commerce* was subsequently raised, the little steamer *Experiment* being utilized in the operation. Chains were placed under the *Commerce* and attached to beams which rested on two pontoons. By means of jacks set on their decks the wreck was raised off the bottom and then towed toward shore until it grounded. The jacks were then again set to work and in this manner the vessel was towed into Port Maitland. The body of a woman was found in the hull when it was examined. After emergency repairs had been made the *Commerce* was taken to St. Catharines and rebuilt in the Shickluna yards, being re-named the *Reindeer*.⁴

Gunner Henry Hatch of the steamer *Minos*, who remained at Port Maitland for the purpose of recovering such bodies as washed ashore, among them twenty-five of the military party, arranged for their interment in the cemetery at Port Maitland, and subsequently a monument was erected over the common grave. The inscription reads:

The Officers, Non-commissioned Officers and Privates of the Reserve Battalion 23 Royal Welch Fusiliers have Erected this Stone to mark the Spot where lie the Remains of Assistant Surgeon Grantham and Twenty-Four Men Women and Children of that Regiment who Perished near this Shore by the Sinking of the Steamer Commerce on the Night of the 6 of May 1850 whilst on their Route from Montreal to London, C.W.

Harris, a sister of Eliza Bayfield Harris already mentioned. On May 10, 1850, she writes: "The shipwrecked part of the 23rd arrived. Major Chester, Captain Phillott and Mr. Radcliffe called . . . They scarcely knew me, I am so much changed. We were mutually glad to see each other." An entry of New Year's Day, 1851, recalls the Victorian manners of the time: "We went to church. Talked to Captain Phillott in the vestry room. We did not receive visitors but a good many left their cards. Amelia read Shakespeare to us in the evening before we dressed to receive our visitors. They all came. Captain Crutchley, Eliza, Helen and Capt. Bell played whist; Amelia and Mr. Jervoise played backgammon and Mr. Radcliffe and I played chess. They left at half past twelve. It was very pleasant."

⁴ See H. B. Stringer, Early steamboating at Port Dover. *Simcoe Reformer*, January 15, 1914.



Fifty Years Ago on the Lakes

Gene Herman's Early Days

By GORDON W. THAYER

HELLO! HELLO! Thus goes down West Ninth Street in Cleveland an erect, smiling man with graying hair, greeting and greeted by everyone he meets. "The Mayor of West Ninth Street" someone called him, so much is he the avenue's best-known and best-loved resident. This name, however, does not do justice to Eugene Herman, known to everyone as Gene; rather, since the whole lake region is his domain with his acquaintance equally large everywhere, he should be called "the Mayor of the Lakes."

The place to get really acquainted with Herman is his office overlooking the railroad yards and the Cuyahoga River, with a constant parade of passing ships. The walls are lined with clippings, photographs and cartoons of Gene's thousands of friends and the public characters in whom he is interested. President Roosevelt and Governor Dewey rub shoulders with Walter Geist, the president of Allis-Chalmers who began his career in that company by succeeding Gene as blueprint boy. Bob Feller, Cleveland's fireball pitcher, is near Captain Arthur W. Wermuth, the one-man army who killed 116 Japanese. There are many pictures of Gene's family friend, Carl F. Zeidler, the gallant young mayor of Milwaukee who joined the navy and in November, 1942, fell prey to a Japanese submarine.

The counters, too, are piled high with newspapers and pictures and correspondence attesting his many interests. There are pigeonholes stuffed with more papers, magazines and pictures. And no visitor should overlook the cupboard that is a veritable marine art gallery with inconceivably many pictures of lake boats, running back sixty years and more. From all over the lakes people send Gene photographs, picture post cards, programs, clippings on Great Lakes ships and men. Any lake man who starts on this treasurehouse is lost; unless he gets a firm grip on himself, he will stay there for days. Since 1915 Gene has edited the monthly *Great Lakes News*, published in Cleveland

since 1918. The *Great Lakes News* is the lake men's Bible. The history of these waterways, the boats, the men, all are reported here.

Born in Milwaukee on September 27, 1879, Herman lost his father at three, and witnessed his mother's struggle to bring up eight children. He did his bit by carrying papers, but always had time to swim in the Menominee River, where he enjoyed diving from the coal sheds. His acquaintance with the lakes began in 1889 when at nine years of age he shined shoes. He says, "At the time of the Grand Army of the Republic convention, there was a half dozen ships lying abreast waiting to pass through the draw. This was in August 1889. At the old Miller & Holz corner near the bridge where later the famous Henry Weber, well known to lake mariners, had his tavern, I managed to set up a shoe shining box, when the great conclave was on for that week.

"When the bridge bell rang I rushed to help the tenders turn the bridge and passing through the draw I saw schooners loaded with bark or railroad ties. The sand boat towed by a tug returned each evening with its load and the lumber hookers each day steamed up the river. It was not unusual for a steamer to be loading grain at each elevator, six in number. A small grain steamer was loading grain at the Broadway bridge when the captain shouted, 'Stop it! Stop! another car load and we'll never cross the Lime Kilns Crossing.' This was on the lower Detroit river opposite Amherstburg where many ships with over 14 foot draft got in trouble and had to go to the shipyards for bottom repairs."

Young Gene Herman, selling papers on the docks at 11, was much impressed by such boats as the Erie Railroad's package freight steamers, the *Owego* and *Chemung*, and the New York Central's *Harlem* and *Hudson*. The latter had fore and aft smoke stacks. For a long time the Erie ships carried the broom, the old emblem of nautical leadership, as record-holders on the Buffalo-Chicago trip.

It was at this time, on the record-breaking trial trip of the Detroit-built *E. C. Pope* that her popular chief engineer, Oscar Schneider, was asked, "Oscar, did you sit on the safety valve?" To which he replied, "No, but I watched it very carefully!"

A sight worth remembering was the *Santa Maria*, *Pinta* and *Nina*, life-sized models of Christopher Columbus' original caravels. These were shown at the 1893 Chicago World's Fair, towed there from Ogdensburg, New York, by the steamer *Hecla*.

One of the tales told to Gene was of the famous race from Buffalo to Milwaukee in the '80's between the schooners *Moonlight* and *Porter*. "The schooner *Porter*," says Herman, "in the face of a tricky squall came near the harbor entrance before a tug would take her. She was

entirely dismasted, swept clean. The owner jumped aboard when she landed near the office of the Milwaukee Tug Boat Line, and shouted, 'Orv, you won the race!'

"A reception was arranged for Captain Orv Green, but he replied that he would not sit down to the festal board until Captain Dennis Sullivan came in with the *Moonlight*, which happened the next day and not a scratch on her. He had taken shelter off the high bluffs at Port Washington. The insurance company paid for the *Porter's* damage, but the *Moonlight* took the cream of the grain rates the rest of that fall of 1884 or 1885."

Awe-inspiring ships to a boy were the steamers *Gladstone*, a Bradley boat, and the *Minch* of Cleveland fleet of that name. Both had four masts and carried three sails. Built by the Milwaukee Dry Dock Company were the White and the Green boats, four in each fleet. The White boats, the *John Plankinton*, *Phil D. Armour*, *Wiley M. Egan* and *R. P. Fitzgerald*, carried hard coal from Buffalo to Milwaukee and Chicago, and grain on the way back. For a long time no White ship ever had a load of iron ore. The Green boats, the *Omaha*, *Denver*, *Topeka* and *Pueblo*, traded to Lake Ontario, Kingston and down the St. Lawrence to Ogdensburg with grain, loading hard coal at Oswego, then a great grain receiving port. In May, 1894, the 14-year-old Gene was second cook on the *Pueblo*. Both down and upbound, they were stalled in the Welland Canal on Sundays, giving him a chance to go to the Thorold Presbyterian Sunday School.

The Wolf and Davidson shipyards built the large carriers *William H. Wolf* (1887), *Thomas Davidson* (1888), the big steamer *Fred Papst* (1890) and the *Ferdinand Schlesinger*, which, when launched in 1891, was the largest wooden steamship in the world. As porter of the *Papst* Herman learned that an order to get the key of the keelson was a stock joke pulled on beginners.

His first real lake job was that of porter on the little excursion steamer *Cyclone* running between Milwaukee and Whitefish Bay about ten miles north. In the fall, when the *Cyclone* went into the crosslake fruit trade from Milwaukee to Michigan ports, it had to change captains because the excursion skippers had no papers or license to cross Lake Michigan.

Small boat traffic on the St. Clair River was still in force in Herman's first year of sailing. The old steamers *Greyhound*, *City of New Baltimore*, *Unique* and *Mary* (a very fast little steamer) made every port between Port Huron and Detroit, always catching up to the fastest steamer, even after making all these ports.

A little later Herman had a chance to continue his education, attend-

ing Wayland Academy in Beaver Dam, Wisconsin, for rather more than a year. This school was noted for two famous pitchers, Pink Hawley and Addie Joss, and Harlowe Hoyt of the *Cleveland Plain Dealer* was then the manager of Wayland's famous baseball team. The start at Wayland set Herman on a road which continued until in 1915 he left his active service on the lakes to become editor of the *Great Lakes News*.

Though the *News* is his job, he finds time for many contacts up and down the lakes. This will be the sixth winter that he has been master of ceremonies at the Soo Marine banquet, a gathering of 500 lake men from Escanaba to Detroit. He was a founder of this institution.

Then he is a much-loved lecturer on the five inland seas, their ships and their men. For 31 years he has given a talk illustrated with a hundred slides before Propeller clubs, Rotary, Kiwanis, Optimist and the like. At the most moderate estimate he has given this talk 150 times to no one knows how many people.

The last half century has brought many improvements, and not the least in the conditions under which men work. The bellowing mate is a figure of the past, superseded by the megaphone, and later by the telephone. Some mates use hand signals all their own. When the old time sailor wanted to wash or quench his thirst, he threw a bucket into lake or river. Now there is drinking water on board, and all the bulk carriers have showers. Quarters have been modernized, which in the new boats are quite commodious. But the profession, thinks Herman, is still the same, one in which the greenhorn may climb the ladder to the top—the grandest profession of them all.

Ships at Port Arthur and Fort William

By W. RUSSELL BROWN

PREVIOUS TO 1829, the Hudson's Bay, Northwest and American Companies had in their employ on Lake Superior, and visiting Thunder Bay regularly, the schooners *Invincible*, *Otter*, *Mink*, *Recovery*, and *Discovery*. These were vessels of 20 to 100 tons each. Lieut. Bayfield, R.N., employed the schooner *Mink* on the hydrographic survey of Lake Superior. The fur companies also used large birch-bark canoes with their Indian paddlers for transportation from Montreal to Fort William and Grand Portage.

The steamer *Independence* was on Lake Superior in September 1845, but the first steam vessel to enter Thunder Bay was the *Julia Palmer* 280 tons, a side-wheeler. She was sent from Detroit to St. Ignace Island with men and supplies for the Montreal Mining Co. She coasted on westward and came into Thunder Bay in September 1846. She was built in Buffalo as a full rigged ship and afterwards converted into a side-wheeler steamer and hauled over the rapids at the Sault. The *Kaloolah*, renamed *Collingwood*, also came into Thunder Bay.

The *Rescue*, however, in 1857 commenced making regular trips between Collingwood and Thunder Bay until 1858. The steamer *Plough Boy* ran in opposition on the same route. In 1862 the *Rescue* again appeared on the same route, carrying mail for Fort Garry.

In 1865 the side-wheel steamer *Algoma* commenced running from Collingwood and ran into Thunder Bay until the autumn of 1875. The *Chicora* had probably the most varied historical career in lake navigation. She was built by Lairds at Birkenhead, England, in 1861, under the name of *Letter B*, bought by the Chicora Company of Charleston, South Carolina, who named her *Chicora* and used her as a blockade runner during the American Civil War. At one time she slipped out of Charleston through the northern fleet guarding the harbor, and after being chased for over 14 hours by the gunboats *Atlanta* and *Connecticut* managed to reach Nassau in safety, although shot after shot was fired at her. On this trip she carried \$5,000,000 in gold. After the war she was brought up the lakes to Collingwood where a cabin deck was added. On her first appearance at Collingwood the cannon tracks on her main decks attracted much attention. She had been built for speed

rather than as a cargo carrier. She had six boilers and carried sixteen firemen. Four of the boilers were taken out at Collingwood, but she was still fast enough to compete with present day steamers.

The *Chicora* was the first steamer of the Niagara River Line. Sunk in Toronto harbor, she was renamed the *Warrenko* and towed by the tug *Salvage Prince* until 1938. In 1870 General Wolseley and his headquarters staff came up the lakes on the *Chicora*. On board also were Mr. Thomas Marks, afterward Reeve of Shuniah and first Mayor of Port Arthur, and Mr. Wm. Murdock, C.E., with his staff to define the line of the C.P.R. On leaving the steamer General Wolseley asked Mr. Marks the name of the village and being told "We just call it Thunder Bay or 'The Station,' " he said, "We'll call it 'Prince Arthur's Landing.' " The name took readily with the 200 residents and was used until the town of Port Arthur was incorporated in 1884.

During the first Riel rebellion of 1870, the Canadian and British governments employed the following vessels in carrying troops and supplies from Collingwood to Thunder Bay: U. S. steamers *Clematic*, *Arctic*, *Union* and *Brooklyn*; Canadian steamers *Chicora*, *Algoma*, *Waubuno* and *Shickluna*; Her Majesty's gunboats *Prince Albert* and *Rescue*; tugs *Pioneer*, *W. J. Mills*, and *Okorona*, and the schooners *Snow Bird*, *Nemesis*, *Pandora* and *Orion*. The first arrival with troops was on May 27, 1870, when the steamers *Algoma* and *Brooklyn* sailed into Thunder Bay carrying the 60th Rifles.

The side-wheel steamer *Manitoba* was the first steamer of the Beatty Line to open a regular service between Sarnia and Thunder Bay. She came into Thunder Bay on her first trip in the spring of 1871 and was the first steamer of any size to get into the Kaministiquia River. Under command of Captain Symes she tied up at the Hudson's Bay Company's dock at Fort William on August 16, 1873. My grandfather, Captain Wm. McIver, was mate on the *Manitoba* for a time. The *Manitoba* was wrecked on Chantry Island, Southampton Harbor, in 1883, salvaged by the insurance companies, rebuilt at Detroit, renamed *Caroma* and purchased by an Owen Sound Company and operated along with the *Cambria* from Owen Sound to the Sault until 1890. The *Acadia*, a propeller, operated with the *Manitoba* from 1871 to 1873.

In 1874 two propellers, the *Ontario* and *Quebec* were built at Sarnia and entered the Beatty Line service, giving a three steamer service from Sarnia. In 1885 the *Quebec* sank in the St. Mary's River in 126 feet of water. She was raised in 1886, rebuilt at Buffalo and came out as the steam barge *F. E. Spinner*, with American registry. This was the greatest wrecking feat ever done on the Great Lakes up to that time.

The Windsor-Lake Superior Line began operation in 1875 with the

Asia, 450 tons, as the pioneer ship. The *Sovereign* was added the same year and both continued until the fall of 1876. The *Asia* was chartered by the Great Northern Transit Co. of Collingwood in 1882 to replace the burned steamer *Manitoulin*, and on September 14, 1882, foundered in Georgian Bay with a loss of over 100 lives. The only survivors were D. A. Tinkis and a young woman, Christina Morrison.

The *United Empire*, a propeller of 1500 tons, was built at Sarnia in 1882 for the Beatty Line. In after years she was renamed *Saronic*, and after being burned was purchased by a Milwaukee man and operated as a tow barge under the name *Kennedy*. Her remains are in the Detroit River near Amherstburg.

In 1883, Mark's North Shore Line was founded with the propeller *E. M. Foster* and *City of Montreal* and the steam barge *Kincardine*. The *Kincardine* was wrecked at Jackfish Bay in 1883, but salvaged and rebuilt. The *E. M. Foster* ran until the fall of 1885 when she was taken to Lake Huron and foundered off Port Hope, Michigan, in 1888. The *City of Montreal* was converted into a steam barge and used by A. Campbell of Colborne, Ontario, in transporting sandstone from Nipigon Bay to Chicago. She foundered off Michipicoten in 1888. The Marks Company also operated the *Kate Marks* and the ferry *Kakabeka*, and in conjunction with Graham & Horne owned the tugs *Mary Ann* and *Salty Jack*. As late as 1903, F. S. Wiley, trading under the old name of The Thomas Marks Company had the fine steamer *Neebing* built in Scotland. By 1914 he had added the steamers *Paiipoonge*, *Geo. A. Graham* and *Atikokan* to his fleet. The *Geo. A. Graham* was wrecked on the lakes and the other three went to salt water in 1917.

The Duluth and North Shore Line consisted of the tugs *Siskiwit*, *Amethyst*, *T. H. Camp* and the steamer *Agnes*, afterwards renamed *Isle Royale*. This line carried the overland mails from Duluth each season after the lower lake boats ceased running. In 1884 they put the small propeller *Stewart* on the run. In 1887 they operated the steamer *Vernon* which foundered on Lake Michigan with a loss of 40 lives.

Between 1872 and 1875, the small steamers *Mary Groh* and *Lotta Bernard* operated between Bayfield, Ashland, Duluth and Prince Arthur's Landing. Between 1873 and 1879 the steamers *Maytham* and *Ella Smith* ran at irregular intervals between Houghton, Michigan, and Prince Arthur's Landing, calling at Isle Royale ports.

Passenger steamers of the Lake Michigan and Lake Superior Transit Co. called at Prince Arthur's Landing regularly in the summer months between 1875 and 1882. They were the propellers *Peerless*, *City of Duluth*, *City of Fremont*, and *Joseph L. Hurd*. The Jacques Line began operating from Montreal in 1882. They had the propellers *Acadia* 650

tons, *Glenfinlas* 900 tons, *St. Magnus* 800 tons, *Scotia* and *Canada* 450 tons each.

In 1883, Graham's North Shore Line was founded with the propellers *Argyle*, *Ocean* and *Prussia*, each of 450 tons, and the small steam barges *Georgian* and *City of Mt. Clemens*. They made bi-weekly trips between Port Arthur and all North Shore points during 1884-1885. The *Argyle* was afterwards converted into a steam barge at Kingston and renamed *Glengarry*. For many years she towed the big schooner *Minnedosa*, the only Canadian four-master on the lakes. The *Minnedosa* finally went down with all hands. Smith & Mitchell, a pioneer meat firm at this time, also operated the steamers *Butcher Boy* and *Butcher Maid*, for transport of men and supplies to the contractors of the C.P.R. which was then building—ten steamboats in these three lines.

The Owen Sound Steamship Company began in 1884, and operated the side-wheel steamers *Spartan* and *Magnet*, and the propeller *Africa*, just prior to the construction by the C.P.R. of the fine steel Clyde-built steamers *Algoma*, *Alberta* and *Athabasca*, which were placed on the Owen Sound-Port Arthur run late in 1884. The *Algoma* was wrecked on Isle Royale November 7, 1885, with a loss of 45 lives, but the *Alberta* and *Athabasca* are still in commission. The *Manitoba* built at Owen Sound replaced the *Algoma* in 1889. This was the first steel ship to be built in Canada.

The Canada Transit Company operated the *Frances Smith*, *City of Owen Sound*, and *City of Winnipeg*, at different times from 1870 to 1886. After the *City of Winnipeg* was burned at Duluth in 1881, the twin screw iron steamship *Campana* of 1500 tons built on the Clyde for the South American trade was purchased in England, cut in two at Montreal, and towed up through the canals. She was the pride of the lakes until the newly built C.P.R. boats came out in 1884. The *Campana* operated on the Collingwood-Lake Superior Royal Mail Line until 1887. She was afterwards chartered by both the C.P.R. and Beatty Lines. The Collingwood Line was the pioneer and their boats brought up most of the supplies for the merchants. It was one of my chief delights as a small boy to get down to the old Smith and Mitchell dock to see them unload the live cattle, hogs and sheep off the *Campana*.

In 1888 the Inman Line was established at Duluth, and operated the steamer *Ossifrage*, making bi-weekly trips between Duluth and Port Arthur. The *Hiram R. Dixon* was also operated on this run for years by the Booth Fisheries. The *Dixon* was succeeded by the *America* which sank at Tobins Harbor, Isle Royale. The *America* was the last steamer to operate on the route.

After the municipality of Port Arthur seized a C.P.R. train, in a tax

dispute, in 1889, the terminal for the railroad's steamships was moved to Fort William.

The Beatty Line brought out the *Monarch*, Captain Ted Robinson, in 1891. It was a memorable day for me when I saw the "new" boat pull into George Clavet's dock at the foot of Lincoln Street. I also saw her leave on her last trip in December 1906.

In 1899 the Great Northern Transit Company and the North Shore Navigation Company of Collingwood, known as the White and Black lines respectively, found that they had overexpanded, so they amalgamated under the name Northern Navigation Company and sent their two largest boats the *Majestic*, Captain P. M. (Black Pete) Campbell, and the *City of Collingwood*, Captain W. J. Bassett, from Collingwood and Owen Sound to the Lakehead and Duluth in opposition to the C.P.R. and Beatty Lines. Next season the Beatty Line also went into the merger and the Company's head office was moved from Collingwood to Sarnia.

In 1901-2 the Northern Navigation Co. built the *Huronic* at Collingwood and in 1907 the *Hamonic*, recently burned, was built at Collingwood. In 1913 the biggest of the Upper Lake passenger boats, the *Noronic*, was built at Port Arthur, and made her first regular trip in 1914. The C.P.R. had added the splendid Clyde-built steamers *Assiniboia* and *Keewatin* to their fleet in 1907.

An all Port Arthur steamship company was the Port Arthur and Duluth Steam Packet Company, Limited, which operated the side-wheel steamer *Cambria* of 1000 tons between Port Arthur and Duluth. The company was formed by Port Arthur business men in January 1891 to purchase a boat to run to Duluth. The *Cambria* and *Carmona* had been operating from Owen Sound to the Sault for several years but the Collingwood lines were so aggressive that Owen Sound owners decided to discontinue. The *Carmona* went on the Toronto-Rochester run while the *Cambria* was sold to the Port Arthur Company for \$10,000. The *Cambria* had originally been the big side wheel tug *Champion* built at Point Levis, Quebec, and brought to the lakes to carry supplies to C.P.R. contractors. She was afterwards taken to Owen Sound and made into a passenger boat. Heavy cabins were put on but when launched it was found that she was top heavy. Before she could be commissioned it was necessary to widen out the hull by building false sides.

The two principal shareholders of the Port Arthur Co. with the big name were Thos. Marks & Co., and George W. Brown, with most of the other business men also subscribing. George T. Marks was manager in 1891, and George W. Brown in the following years. Competition on

the run was so stiff that the company could not operate at a profit, so, in 1893 the manager was authorized to take the steamer back east again. She made a few trips that fall between Windsor and the Sault, called at Goderich, Kincardine, Port Elgin, Southampton, and the North Channel ports on Georgian Bay. Business was so good in 1894 that it was decided to add another steamer so the *Carmona* was acquired in 1895, and once again the two old ships were running mates. Captain Neil Campbell sailed the *Cambria*, while the veteran Captain James F. Foote sailed the *Carmona*. The *Canbria* was wrecked near Point Edward in July, 1897, and the *Carmona* was acquired and rebuilt by my uncle, W. J. Brown, of Detroit. In 1900 he had her cut in two and lengthened at Collingwood and renamed her *Pittsburg*. In 1902 he chartered the *City of the Straits*, from the Detroit & Cleveland Line and operated both boats from Cleveland to the Sault. The *Pittsburg* was burned at Sandwich in the fall of 1904 and was a total loss. Thus ended the career of one of Canada's pioneer lake steamers, and the first steamer to call at Fort William. The *Cambria* was refloated and taken to Toronto from which port she operated for several seasons. She was finally tied up at Allensburg on the Welland Canal and turned over to a firm of wreckers.

Another local company to bring a passenger steamer to the Lakehead was the Silver Islet Navigation Co. They purchased the side-wheel steamer *Forest City* and operated her from the Twin Ports to Silver Islet and Isle Royale. This boat had quite a history. She was originally the U. S. steamer *Montauk*, built at Wilmington, Delaware, in 1891. She was purchased by F. H. Clergue of the Sault in 1902, and given British registry at St. John, Newfoundland, thus evading payment of duty into Canada. Clergue named her *King Edward* and operated her for several seasons between Toledo and the Sault, along with the *Ossifrage*. London, Ontario, interests later acquired her and she was operated between Port Stanley and Cleveland under the name *Forest City*. She was tied up at Port Arthur after the commencement of the first Great War and sold to John R. Smith of Fort William and taken to Superior Wisconsin. There she was sold to Duluth interests and placed on a run from Duluth to Fond du Lac, under the original name *Montauk*. Captain Andrew Thomason who was interested in the *Forest City* also operated other steamers around the Lakehead. These included the passenger steamers *Niagara* and *Kaministiquia*, and the small steam barge *D. R. Van Allen*.

Captain Singer formed the Singer Transportation Company, and operated several passenger boats between Houghton, Duluth and Port Arthur. These were the *Bon Ami*, *Easton*, *Mabel Bradshaw*, and the fine

fast steel steamer *Iroquois*. The *Iroquois* and *Chippewa* had been built for the Arnold Transit Company of Mackinac Island, but proved too expensive for that route as did the *Iroquois* on Lake Superior. She was taken to Seattle, Washington, prior to 1914.

Others of the early freighters were the *Russia*, *Dominion*, *Celtic*, *Melbourne*, *Myles*, *Sir L. Tilley* (Advance), *Lake Michigan*, *Europe*, *Erin* (first boat to take out grain), *Canada*, *W. B. Hall*, *Arabian*, *D. D. Calvin*, *Georgia*.

It was a red letter day in Port Arthur back in 1888 when the steel steamer *Algonquin* of Port Arthur steamed into the local harbor. She was built at Glasgow for Thos. Marks & Co. and carried a load of steel rails from Antwerp, Belgium. At Sarnia a deck load of oil in barrels was loaded. The *Algonquin* was the first steel bulk freighter in the Canadian lake trade. She was followed by the *Rosedale* and *Bannockburn*, and from this early beginning Canada has now a lake fleet of freighters to 600 feet in size.

Among the well known U. S. passenger boats that have visited the Lakehead, I recall the *Christopher Columbus*, the only whaleback passenger steamer ever built. The whaleback type of vessel was devised by Captain Alexander McDougall and more than forty were constructed at Superior, Wisconsin. Some went to salt water during the first World War, and there are now less than half a dozen in the Great Lakes trade. The *Christopher Columbus* was put in commission to carry passengers from Milwaukee to Chicago at the time of the World's Fair at Chicago. On her way back to the Superior shipyard in September 1896, she brought a large excursion from Houghton to Port Arthur, and on June 22, 1897—The Queen's Jubilee—she again brought over a big crowd from the Copper Country across the lake.

In 1909 the steamer *Theodore Roosevelt* brought a big excursion party from Houghton and later the big side-wheel steamer *City of Detroit III* brought the Chamber of Commerce here. The Detroit & Cleveland Navigation Company, owners of this steamer, described her as "the largest and most luxuriously equipped side-wheel steamer in the world. This marvel of marine art and science is 500 feet long, 100 feet wide and truly palatial in every detail." This same company built, in 1924, the two largest passenger steamers ever built for fresh water navigation. These were the *Greater Detroit* and *Greater Buffalo*, each 519 feet length of keel, or 157 feet longer than the *Noronic*.

In more recent years the steamers *North American*, *South American*, *Manitou* and *Alabama* made regular calls at Fort William. The steamer *Geo. A. Cox* was also put on the run from Chicago, and a welcoming party including the band was on the dock but the *Cox* piled up on Isle Royale on her first trip and became a total loss.



GREAT LAKES CALENDAR

By JEWELL R. DEAN

JULY, 1945

For the first time in history of the United States Coast Guard cadets from the service's academy trained this summer on the Great Lakes. Two groups, 110 in July and 84 in August, made trips on the new ice-breaking cutter, the U.S.C.G. *Mackinaw*. The future officers saw first hand the density of lake traffic and realized the importance of the inland water life-line to the nation. They had a taste of freshwater sailing and it was on one of the most modern ships of the coast guard service. The *Mackinaw* and its sister ships on the ocean are the largest vessels under coast guard commissioning. It is expected that in the future each class at the Coast Guard Academy, New London, Connecticut, will make one training cruise on the lakes before graduation. The cadets had shore leaves in leading ports from Buffalo to Duluth and visited leading industrial plants.

JULY, 1945

The Baltimore & Ohio and the New York Central Railroad Companies announced plans for construction on Maumee Bay at Toledo, Ohio, of a new \$15,000,000 coal and ore dock which would be jointly owned and replace separate terminals that the two roads now operate several miles up the river. The dock will have three electrically operated coal loading machines and two machines for unloading iron ore. This improvement, the most costly on the lakes, results from the centralization of Great Lakes coal shipments from western Lake Erie, or to the ports of Toledo and Sandusky. It also reflects the trend to place facilities on the lakefront in ports as against locations on rivers. Ships lose costly hours of navigation in rivers. Five or more drawbridges have to be passed through by ships in reaching the present B. & O. and N.Y.C. docks at Toledo.

JULY, 1945

Port Arthur, Ontario, which with its twin port of Fort William, Ontario, forms the largest grain handling center in the world, joined the list of Great Lakes iron ore shipping ports. A \$1,500,000 ore loading dock, of the conventional type at American ore ports on the Great Lakes, was constructed by the Canadian National Railways to place aboard ships mineral produced from the new Steep Rock Mine at Atikokan, Ontario, which is 150 miles west of the loading port. Shipments of ore from the new mine, developed during the war by Canadian and American capital, began late in 1944 via American railroads and were loaded into ships at Superior, Wisconsin. The open pit Steep Rock mine is in a lake bed. A river had to be diverted and the lake pumped out in uncovering these beds of ore which are of higher iron content than the present average of American production in the Lake Superior district. Port Arthur joins Michipicoten in eastern Lake Superior as Canadian ore shipping ports on the lakes. The first Port Arthur ore cargo went into the holds of the steamer *Marquette* of the Cleveland-Cliffs Iron Company fleet.

JULY, 1945

The passenger steamer *Hamonic* of the Canada Steamship Lines was destroyed by fire at the Point Edward dock, just above Sarnia, Ontario, when her upper structure was ignited from a rapidly spreading warehouse blaze. All passengers, members of crew and officers were saved, many sliding down ropes to rescue craft in the St. Clair River after the burning ship was cut loose from the dock. The *Hamonic* was in the passenger and package freight trade between Sarnia and Fort William. She was one of the most graceful passenger ships on the lakes and in the words of a mariner "rode the water like a duck." The wreck was sold for breaking into scrap.

JULY, 1945

The first east-west iron ore movement of any size in Great Lakes history was inaugurated in this month when the Jones & Laughlin Steel Corporation began shipping mineral from Clayton, New York, on the St. Lawrence River to Cleveland. This was loaded into canal-sized Canadian ships from a vessel-filling dock at Clayton. The ore was from J. & L.'s Benson Mines in northern New York state. The M. A. Hanna Co. and the Republic Steel Corporations, both of Cleveland, also are developing ore mines in this section and it is expected the combined output of the three companies will lead to construction of a modern ore dock at a location on the St. Lawrence. This ore is sintered and the companies are making expensive facilities which are expected to result in a production of 5,000,000 tons annually in a few years. Republic Steel shipped experimental New York ore from Buffalo to Cleveland by vessel in 1943, but since has been moving its output by rail. The freight rate differential will favor a vessel movement when the New York mines reach a sizeable output. These New York mines are not new. In all cases the operations are at sites of mines which were worked in days before the higher grade Lake Superior ores dominated as the raw material for North American steel mills.

AUGUST, 1945

The United States Coast Guard announced decommissioning of five over-age and special wartime service ships it had been operating on the Great Lakes. These were the lighthouse tenders *Amaranth*, *Hyacinth* and *Marigold*, all veterans of over 50 years on the lakes, and the *Almond* and *Arrowwood*, which formerly were the Detroit River ferries *LaSalle* and *Cadillac*. The ferries, which carried automobiles across the river for the Detroit & Windsor Ferry Co. prior to construction of the vehicular tunnel, were rebuilt for ice-breaking work during the war until the powerful cutter *Mackinaw* was completed.

SEPTEMBER, 1945

The American Ship Building Co., Cleveland, purchased the Toledo Shipbuilding Co., Inc., Toledo, Ohio, and announced it was closing its yard in its home city. These steps were latest in a series taken by the American Ship company in reshaping its Great Lakes organization following heavy operations during World War II. Previously the shipyard at Superior, Wisconsin, had been sold to E. C. Knudsen, Duluth, Minnesota. The historic Globe (name a carryover from the Globe Iron Works) warehouse in Cleveland was sold for industrial purposes and a topside yard at Buffalo was disposed of to a steamship interest. American Ship is retaining its main offices and engineering department in Cleveland, will center its construction of new ships at Lorain, Ohio, and will maintain repairs yards, equipped with dry docks, at Buffalo, Toledo, and Chicago. Cleveland is being left without a major shipyard for the first time since 1808, practically the length of the city's history.

NOTES

A List of the Hulls Built by F. W. Wheeler & Co., Bay City, Mich.

THE GREAT LAKES HISTORICAL SOCIETY welcomes data such as the following, received in a letter from an interested member, George C. Mason of Newport News, Virginia.

"I am enclosing a list of ships built at the Bay City yard of F. W. Wheeler & Company. Mr. Wheeler continued his series of hull numbers, which ended with Hull No. 127, when the Bay City yard was absorbed by the American Ship Building Co. at its formation by giving

hull numbers 128 and 129 to two ships built for him at Toledo, and then applied the hull numbers 130-147 (inc.) to the 18 ships built while he was president of the Saginaw Shipbuilding Co. at that company's Saginaw yard. These ships were all canal-size freighters constructed for the United States Shipping Board, during the first World War, and I was Chief Hull Draftsman and Naval Architect of the company during its entire existence, 1917-1920."

1877-81

1. Mary Martini
2. Luther Westover
3. Christie Forbes
4. Hannah B.
5. Marian Teller
6. C. W. Liken
7. Lycoming
8. Conemaugh
9. Chas. Cuyler
10. Maud S.
11. Saginaw Valley
12. Fred McBrier

1882

13. Galatea
14. Handy Boy
15. Osceola

1883

16. Kittie M. Forbes
17. Sarah M. Smith

1884

18. F. W. Wheeler (Schr.)
19. Alta
20. Tempest
21. Waldo A. Avery

1885

22. T. S. Christie
23. A. Folsom
24. B. W. Arnold

1886

25. H. A. Hawgood
26. Ossifrage
27. W. H. Stevens
28. W. R. Stafford
29. Mabel Wilson

1887

30. Wm. H. Gratwick
31. F. W. Wheeler (Str.)
32. Sitka
33. Gogebic
34. Mecosta
35. Elfin Mere

1888

36. Tom Adams
37. George Morley
38. Moravia
39. Robert L. Fryer
40. Soo City
41. Servia
42. Frank D. Ewen

43. Eber Ward

44. John V. Moran

1889

45. George W. Roby
46. John M. Nicol
47. John Mitchell
48. Fedora
49. Newsboy
50. Monarch
51. Romeo
52. Juliet
53. John Plankinton
54. Plowboy
55. Post Boy
56. Lulu Eddy
57. Fred B.
58. Geo. F. Williams
59. Geo. Houghton
60. C. J. Fillmore
61. John A. Francombe
62. Dredge

1890

63. Nyanza
64. A. C. Tuxbury
65. C. E. Redfern
66. W. H. Sawyer

67. Edward Smith	88. Uganda	109. Silver Spray
68. City of Chicago	89. W. H. Gilbert	110. Simon J. Murphy
69. Emily P. Weed	90. J. C. Fitzpatrick	111. Katahdin
70. Mackinaw	91. C. F. Bielman	112. L. C. Waldo
71. Newall	92. W. G. Wilmot	113. City of Bangor
72. Olive-Jeanette		114. E. W. Oglebay
73. Keweenaw	1893	115. Lagaonda
74. Tampa	93. W. H. Gratwick	116. George Stephenson
75. C. H. Bradley	94. S. S. Curry	117. James Nasmyth
76. Michigan	95. Merida	118. Sir Isaac Lothian Bell
77. F. & P. M. No. 5	96. Mary E. McLachlan	119. Pere Marquette
	97. L. R. Doty	120. W. LeBaron Jenney
1891	98. George Stone	121. Niagara.
78. W. F. Sauber	99. Ed McWilliams	122. R. W. Wilmot
79. Sailor Boy	100. Centurion	123. William H. Brown
80. Iosco	101. Yukon	124. Samuel F. B. Morse
81. Mud Scow	102. Fashion	125. John Fritz
82. Mud Scow	103. Pleasure	126. John A. Roebling
83. Yulu		127. Jesse Spalding
	1894	128. Buckman. Built at Toledo.
1892	104. Minnie E. Kelton	129. Watson. Built at Toledo.
84. Light Ship	105. John J. McWilliams	130-147. Built by Saginaw Shipbuilding Co.
85. Light Ship	106. Wapiti	
86. Light Ship	107. I. Watson Stephenson	
87. Light Ship	108. Penobscot	

Tale of Two Seiches

"SEICHES are irregular pulsations in the water of a lake set up by changes in the pressure of the air over various portions of its surface. They are highest under areas of low barometer. A height of six feet has been noted during which the whole mass of water swings rhythmically from shore to shore."

A curious result of two seiches happened in Buffalo, New York in 1904. A lumberman named Fritz Riebenach of Alpena, Michigan, bought the old steamer *Arabia* which had been out of commission for some time in Buffalo. He looked the boat over very carefully and being satisfied with her condition made a contract to buy her "afloat in Buffalo harbor." He came to Cleveland that night where he obtained funds to make the final payment for the ship, after which he took the night boat back to Buffalo and on his arrival there was amazed to find his boat not "afloat in

Buffalo harbor" but *upon* the dock, about six feet above the lake level, and several feet from the edge of the dock.

This situation was very serious, so Mr. Riebenach took the next train to Cleveland and sought the advice and aid of his attorney, Frank Masten of the firm of Goulder, Holding & Masten.

After a long conference Mr. Riebenach and Mr. Masten went to Buffalo by train. On arrival there they took a cab to the *Arabia's* position, atop the dock, intending to get facts to support legal action for a breach of contract in making delivery of the ship. To their surprise they learned that during the night another seiche had lifted the ship from her new position *on* the dock, and had set her down in her normal position in the water *beside* the dock, which satisfied the contract terms that she be delivered "afloat in Buffalo harbor."

This was a very happy solution of a

complicated situation, caused, and later corrected, by the forces of Nature.

After expressions of pleasure and good feeling between all parties to the contract, Mr. Riebenach took possession of the good ship *Arabia* for transportation to her new Michigan home.

—BENJAMIN L. JENKS.

Recollections of The Milan Canal

AN OLD LETTER came to light in the files of Mr. Richard T. F. Harding, columnist of the *Cleveland Plain Dealer*, which he contributes to INLAND SEAS as representing a new angle on the history of the Milan Canal. It reads as follows:

A few days ago, in alluding to the Centennial Celebration at Vermilion, you devoted a paragraph or two to the Village of Milan, Ohio.

This is to give you a bit of information that you may think it worth while to file for reference in some possible future article.

The story of the Milan Canal became a legend many years ago. There was really no canal. The Huron River ran through the town then as it does now. The town was on the river to start with. The river comes from the southwest as it approaches Milan. Within the village, the river bends left and flows almost directly northward from there. East of the bend in the river, and for some distance along the east side of it, there was, and still is, a large area of low-lying bottom land. It was in this low-lying land that the once famous port was created. Numerous channels and several slips for berthing ships, were dug. One such channel extended northward for perhaps a mile, where it turned into the river. It was probably this channel that originated the legend of a canal. There were many warehouses, for both grain and wool erected in the port district. There were also several shipyards there.

There was a compelling reason for the development of the port at that place. There grew for miles around Milan the finest stand

of oak timber, very good for building ships, that, as far as I know, was ever found near the shores of any of the Great Lakes. That is why the port grew to be what it once was. For perhaps 75 years, at least more than half of all the schooners sailing all four of the upper lakes, were built in the shipyards of Milan.

Milan was known in London before they ever heard of Cleveland. It was for many years the most important port of the southern shore of Lake Erie.

On the 2nd day of September, I will be 75 years old. I was born within nine miles of Milan. As a child, I was always interested, and often fascinated, by the stories of what Milan once was.

Very truly yours,

(Signed) CHAS. W. FRENCH.

Rear Admiral Dempwolf

CAPTAIN RALPH W. DEMPWOLF, Coast Guard officer for the Cleveland, Ninth Naval (Great Lakes) District since 1942, retired as rear admiral on August 31. Captain Dempwolf has seen service in the Caribbean, Pacific, Bering Sea, and in European waters during the first world war. He has also been United States commissioner in Alaska. He is a charter member of the Great Lakes Historical Society. His future residence will be in New London, Connecticut.

His successor is Commodore James A. Hirschfield, assistant district Coast Guard officer in Cleveland since February. A native of Cincinnati, he was graduated from the Naval Academy in 1924. In 1942 as commander of the cutter *Campbell* he received the Navy Cross for battling six Nazi submarines during a 24-hour period in the north Atlantic, dispersing five and ramming the sixth.

INLAND SEAS salutes Rear Admiral Dempwolf, regretting that an end has come to a distinguished active career, and Commodore Hirschfield, who will worthily carry on an office with a notable tradition.

River Tugs

QUITE A BUSINESS in days gone by was the towing of sailing vessels through the Detroit, St. Clair and St. Marie Rivers.

My father owned the *Samson* on the lower rivers and the *E. M. Peck*, renamed the *Benham*, on the Soo River. During school vacation I used to ride on the *Samson* with Captain John McNeff.

About the best tow I remember we had was the barkentine *Lizzy A. Law*, tow bill about \$210.00; topsail schooner *Henry H. Kent* tow bill \$210.00; *Joseph Paige* bill \$179.00; *Montana* and *Jura* canal schooners tow bill about \$87.00 each. Tug *Champion* was the most powerful on the rivers. Other tugs were *Samson*, *Balize*, *Clematis*, *General Burnside*, *Kate Moffatt*, *Oswego*, *Mocking Bird*, *W. A. Moore*, *John Prindiville*, *Kate Williams*, *Gladiator*, *Geo. Brockway*, *Thos. Quayle*, *W. B. Castle*, *Satellite*, *Torrent*, *Livingstone*, *Tawas*, *Justice Field*, *D. D. Porter*, *B. B. Jones*, *W. R. Muir*, *Dispatch*, *Dart*, *John Owen*, *Niagara*, *Andrew J. Smith*, *Winslow*, *Oswego*, *M. F. Merrick*, *O. Wilcox*, *Geo. B. McClellan*, *U. S. Grant*, *Crusader*, *Wm. Goodenow*, *Vulcan*, *I. U. Masters*, *Zouave*, *Geo. H. Parker*, *Sweepstakes*, *Martin Swain*, *S. S. Lyon*, *Bob Anderson*, *Alanson Summer*, *J. P. Clark*, *River Queen*, *C. E. Benham*, *Annie Dobbins*, *S. S. Rumage*, *Stranger*, *M. J. Mills*, *Canada*, *Hercules*, *H. N. Martin*, *Molly Spencer*, *Kittie Haight*, *Home Rule*, *Music*, *Constitution*, *Young America*, and *Canadian* tugs *Onaping* and *Charlton*. The *Constitution* and *Anna Dobbins* were Captain John Lundy's tugs towing on the Soo River with the *Mystic*, *Tom Dowling*, *Seymour* and *C. E. Benham*.

While sailing the *Henry C. Richards*, we were first vessel in a tow of seven behind the *Champion* sailed by Captain Joe La Framboise through to Lake Huron. The *Sweepstakes* I thought was the finest looking tug. They were all fine sea boats and

drew around fourteen feet. Among the captains I knew were:

Captain La Framboise—Tug *Champion*
Captain Ben Moshier—Tug *Wm. H. Moore*

Ed and Jim Tormey in Grummond tugs
Billie Pringle in *Goodenow*
Johnnie Pringle in *Martin Swain*
John Tobin in the *Balize*
Dick Tobin in the *Wilcox*
Tom Baniteau, the *Onaping*
John Smith, the *Andrew J. Smith*
John McNeff, the *Samson*
E. Detlefs, the *Benham*
Wm. Tomlin, the *Champion*
H. M. Fick, the *Wm. H. Moore*
Tom Carney, the *Crusader*

The *Sweepstakes*, *Wilcox* and *Anna Dobbins* were about the fastest, the *John Owen* and *Traveler* probably the largest. The *Gladiator* and *Traveler*, now called the *Gray*, are the only ones afloat that I know of.

—CAPTAIN W. P. BENHAM.

David Gibson

DAVID GIBSON, Cleveland printer, publisher and philosopher and a member of the Great Lakes Historical Society, died in his 74th year, July 5, 1945. Mr. Gibson was widely known as an incisive writer and a witty story teller. Born in Indiana, he was a friend of James Whitcomb Riley, Booth Tarkington, Meredith Nicholson and George Ade.

Christmas Gift

A MEMBERSHIP in the Great Lakes Historical Society with a year's subscription to INLAND SEAS is the perfect answer to your Christmas gift problems for the special or hard-to-suit friend who "has everything." You will, too, be giving needed support to your Society and assuring the future of INLAND SEAS.

—D.L.R.

Michigan and the Old Northwest

COPIES of an illustrated booklet *Michigan and the Old Northwest*, purchased from the Greyhound Lines Historical Department, have been distributed to Great Lakes Historical Society members. The following note accompanied the copies:

"This is your copy of *Michigan and the Old Northwest* presented to you as a special service of the Great Lakes Historical Society to its members.

"Mr. Luke Scheer, the author of this unique booklet and a fellow member of the Great Lakes Historical Society, has here graphically recorded in colorful picture form the story of the Great Lakes and the State of Michigan. It is the result of months of research in the libraries of Detroit and Cleveland.

"We believe that you will enjoy this booklet and we invite your comment."

Volume 1, Number 1 Wanted

INLAND SEAS is constantly receiving requests for copies of Volume 1, No. 1, January, 1945. We are now unable to supply this issue except to libraries and historical societies who plan to bind the publication. If any member can locate unwanted copies of the first issue, please return them to the Great Lakes Historical Society, care of Cleveland Public Library, 325 Superior Avenue, Cleveland 14, Ohio.

—D.L.R.

Index to Inland Seas

AN INDEX to the first volume is in preparation. It will be sent only to subscribers applying for it.

Membership Committee

THE FOLLOWING membership committee for the Great Lakes Historical Society has been appointed:

Gordon W. Thayer, Cleveland, Ohio, Chairman.

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This Month's Contributors

(Excepting the Editorial Staff)

H. A. MUSHAM is a Chicago naval architect who has written many articles on Great Lakes affairs.

WILLIAM SHERWOOD FOX has been president of the University of Western Ontario since 1927.

W. RUSSELL BROWN, of Port Arthur, a collector of marine photographs and Great Lakes items, is an officer on the *Noronic*.

R. A. BROTHERTON of Negaunee, Michigan, is a civil engineer in the land department of the Cleveland-Cliffs Iron Company.

Book Reviews

EARLY MAPS OF MICHIGAN, by Louis C. Karpinski. (In *Michigan History Magazine*, July-September, 1945.)

Early maps of Michigan are interestingly discussed by Louis C. Karpinski, professor of mathematics at the University of Michigan, who knows as much about early maps as he does even about his professorial specialty. Much of this article has already appeared in his "Bibliography of the Printed Maps of Michigan, 1804-1880" (Lansing, Michigan, Historical Commission, 1931).

The errors of the early maps seem amazing today. The first to show any, Jansson's atlas of 1636, shows only two lakes, probably meant to be Ontario and Superior. Unfortunately he gives two entirely different shapes for these in his maps of North America and the St. Lawrence area, respectively. Sanson's 1650 map is the first to show all five lakes. Two have open ends toward the west, an honest confession of ignorance on the part of the mapmaker. A Jesuit map of Lake Superior, made in 1671, is on the other hand surprisingly good. As Karpinski says, "Far cruder maps of Superior were made 150 years later."

Father Louis Hennepin first popularized the facts about the upper Mississippi and the Great Lakes which the explorations of Joliet and Marquette had revealed. Nevertheless curious errors persisted. Hermann Moll, an eminent German map maker who lived in England, published early in the seventeenth century a map showing but one Great Lake, opening toward the west, and connecting the St. Lawrence with the Mississippi. Another map in the same atlas showed four lakes, joining Huron and Erie and eliminating Lake St. Clair.

The progress of exploration did away with these oddities. John Mitchell's huge map in eight large sheets, published in 1755, was the fundamental map accepted for determining the Canadian boundary after the Revolution. He has some mistakes in proportion, and keeps the fictitious islands in Lake Superior which are a heritage of earlier notions. These islands persisted in the long series of geographies issued in the late eighteenth and early nineteenth centuries by Jedidiah Morse. Map makers had trouble in setting down properly the southern tip of Michigan, thereby contributing largely to the bitter boundary dispute between Michigan and Ohio.

Prof. Karpinski's story stops with 1800. It is illustrated with some of the most interesting maps mentioned, and leaves the reader surprised that knowledge of this busy area of the United States is so recent.

—G.W.T.

LAKE ERIE, by Harlan Hatcher. (American Lakes Series.) Indianapolis, New York, Bobbs-Merrill Co., 1945. \$3.50. Edited by Milo M. Quaife.

The last volume in the Great Lakes group of the American Lakes Series upholds the high standard set by the books about the other four lakes, and sets forth in 32 chapters of fine reading the history and characteristics of the lake and of the regions bordering upon it. As the editor says in his introduction, the author's "knowledge of Lake Erie is encyclopedic and his mastery of literary art enables him to impart it in effective and entertaining language."

It is obvious on each page that Mr. Hatcher has devoted unusual effort to discovering the hidden history of the lake and in addition has profited greatly by witnessing at close hand the drama of its present-day traffic and commerce.

The need has existed for a good work about Lake Erie and this one is more than noteworthy in being both interesting and authoritative. In a few instances there has been some glossing of historical fact but the fault seems not one of intent but rather of interpretation, or of accepting as whole truth narratives of less careful authors.

In part one, the author summarizes the lake's early history in chapters on the first discoveries; the establishment of gateway forts; the settlement of Detroit; the conflict between nations for control of the settlement; activities of the Indians culminating in the siege of Pontiac; the War of 1812; Perry's great victory; the beginning of shipbuilding and commerce on the lakes; storms and hazards which beset shipping; the construction of canals and the waves of immigration which followed.

The second part of the book is devoted to mid-century activities on the lake and in the larger cities touching it. There are particularly fine chapters on the islands, on grape culture, on the underground railroad, and on the Johnson's Island prison camp for Confederate officers.

The third and last part deals with the great industrial development in which the lake has played so large a part. In the chapters about the building of the ore fleet and the turning out of ships for World War II, mention is made of many firms and individuals of Ohio and Michigan connected with the steel and ore shipping business, some of whom contributed largely to the success of the government's emergency shipbuilding program in the struggle for victory.

If any criticism is to be made of this third part it is that the many tables and figures, which are available in reference works, detract somewhat from a book which should contain in the main general information rather than statistics.

Splendid illustrations and bibliographical notes add much to the enjoyment of the text.

—E.H.S.

THE MERCHANT MARINE AND WORLD FRONTIERS, by Robert Earle Anderson. New York, N. Y., Cornell Maritime Press, 1945. \$3.00.

If you are at all interested in the American Merchant Marine the chances are you'll find this book one of those you've been looking for.

Robert Earle Anderson has more right than most to discuss the nation's merchant marine. He knows ships, both as a naval architect of more than ordinary distinction and as a practical administrator in his specialized field. He has had much to do with the design of both warships and cargo carriers. He served for seven years as Director of Finance for the United States Maritime Commission. Now he sums up in a way that deserves consideration. Mr. Anderson begins with what might be termed an exposition of the philosophy of international trade which is lucid indeed. He proceeds thence to the part which merchant shipping, more specifically the merchant shipping of the United States, has played in such trade in the past and may reasonably be expected to play in the future.

There are chapters on the essential role of shipping in time of war. The shipbuilding program of World War I is discussed at some length as is its aftermath. The Merchant Marine Act of 1936, which established our first reasoned national policy in such matters is considered in turn, and the way that policy has developed in peace and war.

The great ship production program of the war years is presented vividly and the

author's description of an unprecedented achievement can hardly fail to stir the reader's pride.

The global operation of shipping since Pearl Harbor, the building of the bridges of boats from our shores to the battlefronts, receive due recognition. More important, however, and certainly no less absorbing, is what Mr. Anderson has to say of shipping policies for the future.

He speaks plainly of our obligations to Great Britain and to Norway and suggests how they may best be discharged. The disposal of our warbuilt fleet in ways best calculated to serve the ends of peace as well as our own national interest, the possible policies for the control of the trade of the defeated Axis powers, and the problems of maintaining efficiency in our own operations are not neglected.

The Merchant Marine and World Frontiers is truly comprehensive in its coverage and authoritative also. A pictorial preface shows the last word in American merchant craft. A series of graphic charts presents the international picture. The four appendices are documents of public interest.

—I.S.M.

MODERN SEAMANSHIP, by Austin M. Knight. 11th edition, revised by Captain Robert A. Hall. New York, D. Van Nostrand, 1945. \$5.00.

Admiral Knight's classic book on seamanship is now completely rewritten by Captain Hall, with the help of officers of the United States Naval Academy's Department of Seamanship and Navigation. It is practically an official book, as the hand of the Naval Academy is visible almost everywhere, and reproduction of the text requires the Academy's permission.

The book is primarily for the man-of-war's man, and, in the editor's words, "trespasses little on the field covered by standard works on merchant vessels such as *Standard Seamanship for the Merchant Service*, by Captain Felix Riesenbergh." Yet Great Lakes navigators will find in it much of value.

Part I deals with ships, their material and installations, Part II with the principles and procedure of ship-handling, Part III with rules and methods of preventing collisions, and Part IV on the weather. The section on weather is by Prof. Frederick L. Caudle of the University of Wisconsin, a graduate of the Naval Academy; this is new to this edition. The third and fourth parts are of particular importance for lake sailors, especially as such matters as signals on the lakes are specifically discussed.

Good as this revision is, the next will be better. This has inevitably been handicapped by the war. Certain procedures, too risky in times of peace, have been necessitated by war. Other new procedures and devices are still war secrets, and perhaps will be revealed in the next edition some years hence. Meantime Knight remains the standard navigator's book.

—G.W.T.

STEAMBOATS COME TRUE: AMERICAN INVENTORS IN ACTION, by James Thomas Flexner. New York, The Viking Press; Toronto, MacMillan, 1944. \$4.50.

Popular history tells us that the year 1807, when Robert Fulton successfully carried out his experiment on the Hudson, is the date of the invention of the steamboat. Yet seventeen years earlier, during the summer of 1790, John Fitch was operating a steamboat on a regular schedule at a faster rate of speed. Seven years before that, the Frenchman Jouffroy d'Abbans had made a boat move by the power of steam, although his success lasted but a few minutes. And of course many others conducted experiments with this same end in view, or contributed elements which led to ultimate

success, notably Watt, Hulls, Rumsey, Stevens, Livingston, Symington, and others. The question "Who invented the steamboat?" thus becomes complex, even paradoxical.

Mr. Flexner, the author of several books on medical men and artists, supplies the facts in the lives and work of these individuals that are necessary to answer that question. He tells the story of the conception of the idea in the minds of men, of the development of the steam engine, and particularly of the various attempts to apply the power of the steam engine to a boat. This involved many a failure, many a rival claim, and a constant struggle for favor, financial support, and monopoly. An individual sometimes proceeded in ignorance of what had already been accomplished. Such was the case with Fitch, one of the chief candidates for the honor, who for a time virtually lived in the stone age as a captive of the Indians and was later held prisoner by the British at their position on the Great Lakes. When, having worked out the idea of harnessing the power of steam, he was informed that steam engines had already been developed, he was thoroughly amazed and chagrined. Fitch and many others proceeded largely by trial and error, not necessarily understanding what they did. Fulton, on the other hand, having gained by his experience with under-water craft, consciously strove to bring existing discoveries together into an effective whole that would work every time. He is described as "the first engineer in the modern sense to work on steamboats," who "knew exactly what he had done and why he had done it."

Who, then, invented the steamboat? Of course the answer is largely a matter of definition. Mr. Flexner defines the word inventor as "a man who was slightly in advance of the procession at the crucial moment when his civilization was already on the verge of the discovery he was about to make . . . the first individual to step over the line that separates practical invention from improved application." By this definition, Fulton was the inventor of the steamboat. This does not necessarily mean, however, that he was the most original or useful man connected with the invention. The reader is left to decide that for himself, but the facts are here, accurately assembled and clearly presented, in terms not too technical for the average layman to understand.

—J.W.B.

WHAT SHIP IS THAT? Compiled, drawn and edited by E. C. Talbot-Booth. New York, Didier, c1944. \$4.00. Toronto, Oxford, \$5.00 .

Correct and speedy ship recognition is less vital in peace time than in time of war, but it is nevertheless of great importance to seafaring personnel, and it is an absorbing pastime for enthusiastic ship lovers. Here is a convenient, practical guide for such recognition of ships of the world—warships, merchant ships, ferries, fishing craft, yachts, cable ships, etc. It includes Great Lakes vessels.

There are a few general remarks on ship identification, but the method of the book is primarily pictorial. The various types of hulls, bows, sterns, funnels, masts, derrick-posts, and other parts are illustrated separately, and there are several thousand silhouette drawings of whole ships, both port and starboard views. The latter are classified and sub-classified according to type of ship, number and position of funnels and masts, etc., with indexes. The result is a valuable tool for study and ready reference.

The preparation of such a work requires a wealth of knowledge and painstaking effort, but the author, a member of the Royal Naval Volunteer Reserve, is well qualified for the task. His experience as editor of *Merchant Ships* and as compiler of several

volumes on naval vessels and aircraft would seem to insure reliability. Of course this is the sort of material which, in order to remain useful for other than historical purposes, must be continually brought down to date.

—J.W.B.

DOWN THE HATCH, compiled by Eric Devine. New York, Sheridan House, 1945. \$3.00. Toronto, McLeod. \$4.00.

Laughter, from grin to guffaw, is the primary aim of this collection of sailing stories and sketches. Its secondary objective, and seemingly Mr. Devine's mission in life, is to make known to all men the joys of sailing, or—if the proletariat is not listening—yachting.

Even the land-rooted should heartily enjoy this, since its humor is not bound to a glossary of sailor's lingo. In fact, much of the laughter is directed at that strange variety of human who, in a cockle-shell, snarled up in ropes and canvas, sets out for certain death—for fun. But when the landsman stops chuckling he is very apt to find himself musing over the nearest body of water.

This is not to say that *Down the Hatch* is a prospective, or confirmed, yachtsman's bedside book, as was its more re-readable predecessor *Blow the Man Down*. Much of its contents is of that unenduring quality you would like to find in the dentist's office or barber shop, but never do. Some of the pieces, such as those by James Thurber, Ring Lardner and Hilaire Belloc, might well be included in the kind of anthology that can be long and lovingly fondled.

A final chapter of potpourri, including Shakespeare, Plutarch and the Psalms, raises hopes in that direction; but it falls so far from its possibilities that it appears to be mere padding. The illustrations by Alden McWilliams give a light yacht-club tone to the whole.

—P.W.M.

QUESTIONS AND ANSWERS

INLAND SEAS offers to publish questions from its readers about the Great Lakes and in turn asks them to send in answers to published queries.

(9) I am wondering if the ships of Perry's fleet could be located for posterity through INLAND SEAS. The *Scorpion* and *Tigress* are at Midland, Ontario; the *Niagara* at Erie, Pennsylvania. But where are the remains of the *Lawrence*, *Ariel* and *Porcupine*? And inasmuch as INLAND SEAS is international in scope, where are the remains of Barclay's fleet?

—Geo. P. Wakefield.

(7) The barges *Hilda* and *Maitland* of the Roen Steamship Co., which were used to make lifts in the raising of the

steamer *George M. Humphrey* (INLAND SEAS, Vol. 1, No. 1) were formerly the carferries *Pere Marquette 19* and *Maitland No. 1*. Captain John Roen, whose name is now carried by the former *Humphrey*, rebuilt the ferries extensively for use in the pulpwood trade. The powerful engines of the *Maitland* went to the ocean at the beginning of the recent war and were slated to be used to power two of the smaller barges which the government requisitioned from the Ford Motor Co. for reconversion into steamers.

—Jewell R. Dean.

(10) For many months we have been searching for a picture of an early lake boat, *The North Star*. Can anyone help us?

—Western Reserve Historical Society.

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(To be continued)

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Associate Professor of History and Librarian of the University
of Western Ontario, London, Ontario

DONNA L. ROOT

Head of the Division of History, Biography
and Travel, Cleveland Public Library, Cleve-
land, Ohio.

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Assistant to the Director and Curator of the
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The Society will gladly receive for publication in INLAND SEAS articles, correspondence and pictures relating to the history, description, natural resources, industry or shipping of the Great Lakes. It assumes no responsibility for opinions expressed by the authors. Gifts of books, pictures and other objects will also be welcome.

